

BUREAU OF DESIGN AND ENVIRONMENT MANUAL

# Chapter Forty-Four RURAL AND URBAN FREEWAYS (New Construction/Reconstruction)

#### **Table of Contents**

Section	<u>on</u>			<u>Page</u>
44-1	GENERA	L		44-1(1)
	44-1.01	Establishing	g A Freeway	44-1(1)
	44-1.02		dies	
44-2	DESIGN	ELEMENTS.		44-2(1)
	44-2.01	•	ed	
	44-2.02	Alignment		44-2(1)
	44-2.03	Cross Secti	ons	44-2(2)
		44-2.03(a)	Lane and Shoulder Widths	44-2(2)
		44-2.03(b)	Typical Sections	44-2(3)
	44-2.04	Medians		44-2(11)
		44-2.04(a)	General	44-2(11
		44-2.04(b)	Median Crossovers	44-2(11)
	44-2.05	Frontage R	oads/Service Drives	44-2(11)
		44-2.05(a)	General	44-2(11
		44-2.05(b)	Design Criteria	44-2(12)
		44-2.05(c)	One-Way/Two-Way	44-2(12)
		44-2.05(d)	Outer Separation	44-2(18)
	44-2.06	•	i	•
	44-2.07		afety	
	44-2.08		nnections/Major Forks	•
	44-2.09	Overhead S	Signing	44-2(24)
44-3	OTHER [	DESIGN FEA	TURES	44-3(1)
	44-3.01	Access Cor	ntrol	44-3(1)
		44-3.01(a)	General	44-3(1)
		44-3.01(b)	Access Control Line	44-3(1)

# Table of Contents (Continued)

<u>Section</u>	<u>on</u>			<u>Page</u>
	44-3.02	HOV Lanes		44-3(9)
		• •		
		• • • •	ines	. ,
		44-3.02(c) Design		44-3(14)
	44-3.03	Lighting		44-3(16)
	44-3.04	Landscaping		44-3(16)
44-4	INTERCH	ANGES/GRADE SEPARATION	vs	44-4(1)
	44-4.01	Interchanges		44-4(1)
	44-4.02	Grade Separations		44-4(1)
		44-4.02(a) Justification		44-4(1)
	44-4.03	Feasibility Analysis		44-4(6)
		44-4.03(a) Procedure		44-4(6)
		44-4.03(b) Example Problem	n	44-4(10)
44-5	TABLES	OF DESIGN CRITERIA		44-5(1)
44-6	REFERE	ICES		44-6(1)

# CHAPTER FORTY-FOUR RURAL AND URBAN FREEWAYS (New Construction/Reconstruction)

Freeways are functionally classified as Principal Arterials and are constructed with full control of access. Freeways are intended to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds. The operational efficiency, capacity, safety, and cost of the highway facility are largely dependent upon its design. Chapter 44 provides guidance in the design of freeways including specific design criteria, frontage roads, lane drops, justification for grade separations, access control along the freeway, and safety. Information that is also applicable to freeways is included in the following chapters:

- Chapter 11 discusses the procedures for determining the freeway location.
- Chapter 15 discusses interchange type and design studies.
- Chapters 31, 32, 33, 34, and 39 provide guidance on the geometric design elements that are also applicable to freeways.
- Chapter 35 provides guidelines for access control along interchange crossroads. It also discusses the procedures for preparing access control plans.
- Chapter 37 discusses the type, location, and design of interchanges.
- Chapter 38 provides guidelines on roadside safety issues which are also applicable to freeways.

#### 44-1 GENERAL

#### 44-1.01 Establishing A Freeway

Highways are established as freeways where they either comprise a portion of a system (e.g., National System of Interstate and Defense Highways) or where there is a need for access control over the entire or a portion of the highway. According to Section 8-101 of the *Illinois Highway Code*, once it has been determined to control the access on a particular highway, it will be necessary to designate and establish the highway as a freeway. This action is initiated after the design of the freeway is approved and once approval is received on environmental reports.

When establishing a freeway, the district will need to prepare an Order Establishing a Freeway; see Chapter 12. The Order Establishing a Freeway is a legal declaration made by the Department designating a highway as a freeway and delineating the extent of the freeway. The Order contains a legal description of the freeway referenced to section corners, townships, and ranges. The Order must also include the limits along the mainline and specific limits on all crossroads at interchanges. The Order Establishing a Freeway is approved by the Secretary of the Department and attested by the Director of Highways.

In addition to filing an Order Establishing a Freeway, the district should also consider filing a Corridor Protection Map. The procedures for this process are discussed in the *Land Acquisition Policies and Procedures Manual*.

#### 44-1.02 Design Studies

Chapter 11 discusses the procedures for designing the freeway's alignment and profile through a corridor. When developing a freeway alignment, first determine the type and location of interchanges. Then develop the freeway alignment between the interchanges. Other factors that determine the freeway alignment include:

- the location of grade separations, including major river crossings;
- access control along the freeway and along interchange crossroads;
- topography;
- environmental restrictions; and
- property lines and right-of-way restrictions.

#### **44-2 DESIGN ELEMENTS**

#### 44-2.01 Design Speed

Figures 44-5A, 44-5B, and 44-5C provide the range of design speeds for freeways. This range is dependent upon whether the project is rural or urban, new construction or reconstruction, or if the design element can remain in place. See Figures 44-5B and 44-5C and Figure 50-2B for guidance on curves to remain-in-place.

#### 44-2.02 Alignment

Designed for high-volume and high-speed operations, freeways should have smooth-flowing horizontal and vertical alignments. Proper combinations of curvature, tangents, grades, variable median widths, and separate roadway elevations all combine to enhance safety and aesthetics of freeways. When laying out freeway alignments, consider the following guidelines:

- 1. <u>Horizontal Alignment</u>. Consider the following guidelines when laying out the horizontal alignment:
  - Use large radius curves.
  - Only use minimum radii where it is necessary due to restricted conditions.
  - Avoid alignments that require superelevation transitions on bridges or bridge approach slabs. See Section 32-3.07 for additional guidance on the location of horizontal curves near bridges.
- 2. <u>Vertical Alignment</u>. Even though the profile may satisfy all design controls, the use of minimum criteria may appear forced and angular. Therefore, with freeways, use values greater than the minimum criteria to produce a smoother, more aesthetically pleasing alignment.
- 3. <u>Horizontal and Vertical Combinations</u>. Consider the relationship between horizontal and vertical alignments simultaneously to obtain a desirable condition. Chapter 33 discusses this relationship in detail and its effect on aesthetics and safety.
- 4. <u>Freeway River Crossings</u>. During the development of freeways, the alignment may need to cross major rivers or streams. In selecting the location for a bridge site, consider the following guidelines:
  - a. <u>Crossing Angle</u>. Cross the river at a nearly right angle to minimize the length of the main span.

- b. <u>Bluffs</u>. If a bluff exists adjacent to the river, attempt to locate one of the abutments on a bluff closest to the river. This will minimize the overall length of the bridge and, therefore, reduce the cost of the structure.
- c. <u>River Bends</u>. Avoid locating the bridge on a bend in the river. Locating a bridge on a bend may result in unnecessarily long spans and may increase the chance of the main river piers being hit by barges.
- d. <u>Freeway Alignment</u>. Examine how the freeway alignment will tie into the ends of the bridge. Approach horizontal and vertical alignments can significantly improve the aesthetics of the bridge location. Make every effort to avoid placing horizontal curves and superelevation transitions on the bridge.
- e. <u>Foundation Conditions</u>. Investigate the soil conditions at each bridge abutment and the depth of bedrock at each pier location. Poor foundation conditions may limit possible bridge sites.
- f. <u>Existing Structures</u>. Existing structures may limit the location of a new bridge. Provide sufficient separation between structures to avoid logjams during spring flooding, ice jams in the winter, accommodate barge traffic, and ease construction.
- g. <u>Environmental Considerations</u>. Avoid or minimize environmentally or historically sensitive areas wherever practical in conjunction with the above guidelines.
- 5. <u>Interchanges</u>. When developing the alignment and profile of freeways near proposed interchanges, see Section 37-2.14 for detailed guidelines.
- 6. <u>Climbing Lanes</u>. For most freeways, climbing lanes will not be warranted. However, if the drop in the level of service is significant, a climbing lane may be required. Chapter 33 discusses the warrants and design criteria for climbing lanes.

#### 44-2.03 Cross Sections

#### 44-2.03(a) Lane and Shoulder Widths

Section 44-5 provides the minimum lane and shoulder widths for freeways. Under very restricted conditions and with an approved design exception, the designer may consider the following:

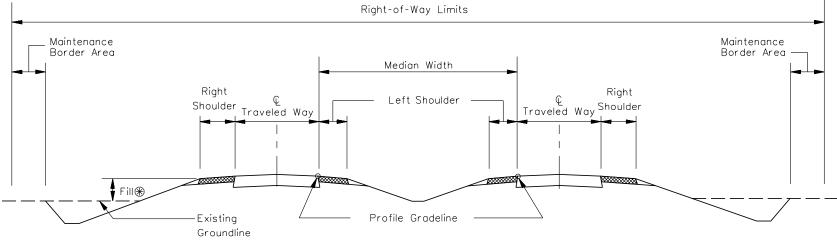
- a. Widths. Lane widths of 11 ft (3.3 m) may be acceptable for reconstruction projects.
- b. <u>Shoulders to Travel Lanes</u>. Converting shoulders to travel lanes for additional capacity through short sections may reduce congestion-related crashes. However, converting

shoulders to travel lanes for several miles (kilometers) generally does not reduce crashes. Where shoulders are converted to travel lane(s), use of the left shoulder is preferable to the right shoulder.

- c. <u>Shoulder Widths</u>. Where reduced shoulder widths are provided, consider incorporating the following mitigation factors:
  - adding advisory and regulatory signing,
  - constructing frequent emergency pull-outs,
  - using changeable overhead message signs,
  - providing continuous lighting,
  - incorporating truck-lane restrictions, and/or
  - setting up dedicated service patrols and other incident management measures.

#### 44-2.03(b) Typical Sections

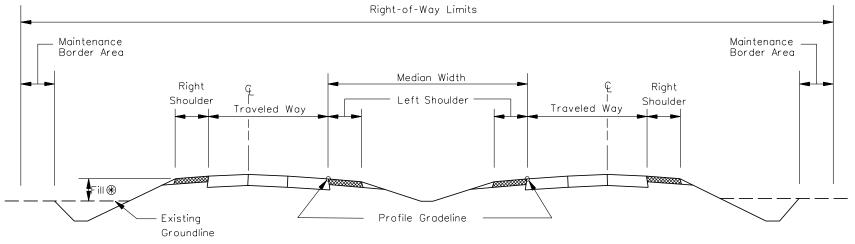
Figures 44-2A through 44-2F illustrate typical cross sections for various freeway designs. Figure 44-2G illustrates two options for converting a freeway from two lanes in each direction to four lanes in each direction.



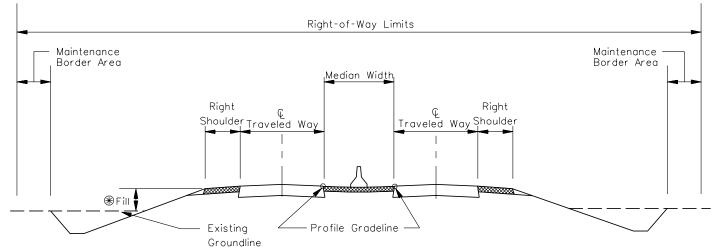
Roadway should be approximately
 3' (1.0 m) above the existing ground line.

### TYPICAL SECTION FOR FOUR-LANE FREEWAY (Depressed Median)

Figure 44-2A

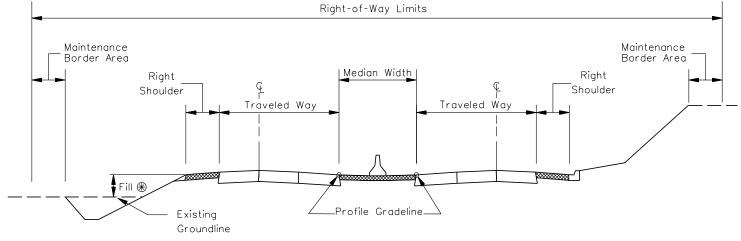


 $\Re$  Roadway should be approximately 3' (1.0 m) above the existing ground line.

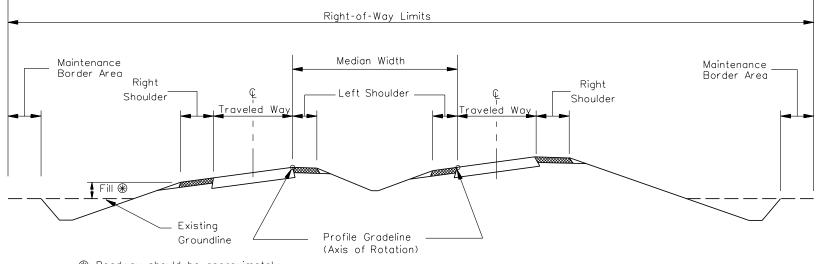


Roadway should be approximately 3' (1.0 m) above the existing ground line.

### TYPICAL SECTION FOR FOUR-LANE FREEWAY (Flush Concrete Barrier Median)



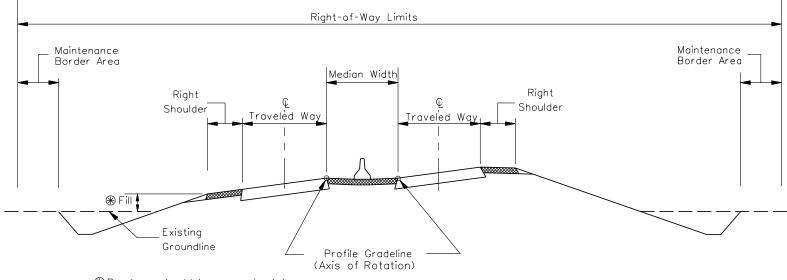
Roadway should be approximately 3' (1.0 m) above the existing ground line.



Roadway should be approximately 3' (1.0 m) above the existing ground line.

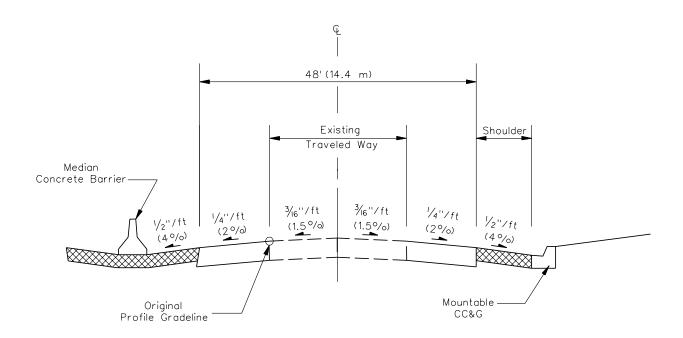
### TYPICAL SECTION FOR SUPERELEVATED FREEWAY (Depressed Median)

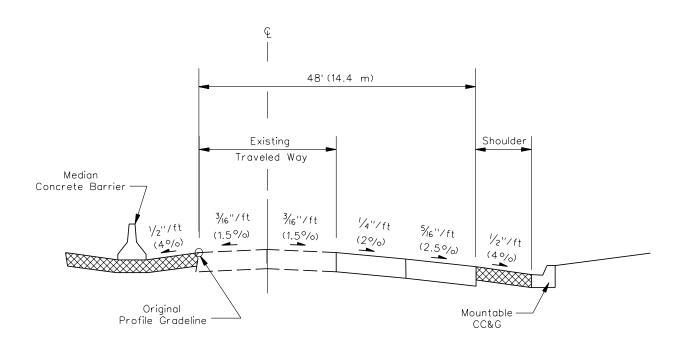
Figure 44-2E



ℜ Roadway should be approximately
3' (1.0 m) above the existing ground line.

## TYPICAL SECTION FOR SUPERELEVATED FREEWAY (Flush Concrete Barrier Median)





# CONVERTING TWO-LANES TO FOUR-LANES IN EACH DIRECTION Figure 44-2G

#### 44-2.04 **Medians**

#### 44-2.04(a) General

Freeway medians should be as wide as economic, operational, and environmental considerations will permit. See for Section 34-3 for guidance on medians. Freeways generally have depressed medians in rural areas and in urban areas where right-of-way is restricted, flush medians with concrete barriers. Section 44-5 provides the minimum median width criteria for freeways. Median widths of 100 ft (30 m) or more allow for the development of independent alignments.

For reconstruction projects with narrow medians, a median barrier usually will be required between the roadways. See Section 38-7 for guidelines for median barrier selection and warrants.

#### 44-2.04(b) Median Crossovers

Permanent crossovers are only provided on freeways for emergency and/or maintenance purposes. During the development of the design study, the district should coordinate with the Bureau of Operations, the State Police, and the district maintenance personnel to determine where crossovers will be required. For guidance on determining the location and design of crossovers, see the Bureau of Operations *Manual of Maintenance Policies*.

For guidance on retaining construction median crossovers, see Section 55-3.10.

#### 44-2.05 Frontage Roads/Service Drives

#### 44-2.05(a) General

A frontage road is a public street or road, adjacent to, and normally located parallel to a freeway or expressway and connected to a public street or road at both ends. Its purpose is to maintain local road continuity and to provide for controlling of access. Frontage roads serve numerous functions, depending on the type of facility served and the character of the surrounding area. They may be used to control access to the facility, to function as a street serving adjoining property, and to maintain circulation of traffic on each side of the freeway. Frontage roads segregate local traffic from the higher speed through traffic and serve driveways of residences and commercial establishments along the freeway. Connections between the freeway and frontage roads are provided at interchanges. Thus, the flow of the freeway traffic is unaffected by subsequent development. To determine the location of frontage roads at crossroads, see Figures 44-3B and 44-3D, Chapter 36, and the access control figures in Chapter 35.

Service drives, as opposed to frontage roads, connect with a public street or road at one end only and normally are constructed to provide access to properties which would otherwise be

landlocked or denied access. Service drives adjacent to freeways are usually constructed when an investigation reveals that the cost of construction and right-of-way is less than the cost of mitigation of damages to the properties. Because maintenance of a service drive may become the responsibility of the State, maintenance costs will also need to be considered in the economic analysis.

#### 44-2.05(b) Design Criteria

The selection of the appropriate design criteria is based on the type and ADT of the frontage road, see Figures 44-2H and 44-2I. Once the frontage road type has been determined, the appropriate design speed, lane and shoulder widths, etc., can be selected. When designing the frontage road alignment, consider the following:

- In rural areas, design the horizontal curvature according to Chapter 32.
- In urban areas, design the horizontal curvature according to Chapter 48.
- Where horizontal curves approach and tie into a crossroad, see the guidelines in Section 36-1.05(b) for reducing the superelevation rate near the intersection.

For service drives, the design functional classification should be a local road or street. For service drives where the current ADT is 10 or less and the drive serves a single property, a minimum surface width of 12 ft (3.6 m) may be used. Where the ADT is greater than 10 or the drive serves more than one property or is relatively long, consider providing a surface width of 16 ft (5.0 m) or wider to permit passing of opposing vehicles. A roadway surface of a higher type than typically used may be provided when replacing an existing facility in kind.

#### 44-2.05(c) One-Way/Two-Way

Two-way frontage roads are used in suburban or rural areas where the adjoining street system is so irregular or so disconnected that one-way operation would introduce considerable added travel distance and cause undue inconvenience. Two-way frontage roads are also used in many urban situations.

From an operational and safety perspective, one-way urban frontage roads are preferred to two-way. One-way operations may inconvenience local traffic to some extent, but the advantages in reducing vehicular and pedestrian conflicts at intersecting streets often fully compensates for this inconvenience. Two-way frontage roads at high-volume, urban intersections may complicate crossing and turning movements. Off ramps (e.g., slip ramps) joining two-way frontage roads should not be used because of the potential for wrong-way entry. See Section 37-5.02 for the design of one-way frontage roads with slip ramps.

Design			Manual	71.			
	Element				Α	В	С
	Design Forecast Year			31-4.02	Current	Current	Current
_ <u>s</u>	Design Service Volume			31-4.03	>2000 ADT	400-2000 ADT	<400 ADT
sig	*Design Speed (1)(2)			31-2	55 mph (50 mph)	50 mph (40 mph)	40 mph (30 mph)
Design Controls	Access Control			35-2	None	None	None
	Level of Service			31-4.04	С	В	В
	*Traveled Way Width (2)			34-2.01	24' (22')	22′	20′
_ ا	*Shoulder	To	tal Width (2)	04.0.00	8′ (6′)	6′ (4′)	4' (2')
tion	Width		Paved	34-2.02	1′	1′	_
Cross Section Elements		ı	ane Width	04.0.00	12′	11′	N/A
ss	Auxiliary Lanes	Sh	oulder Width	34-2.03	4′	4′	N/A
S	0 01	*	Travel Lane	34-2.01	3/16"/ft	3/16"/ft	3/16"/ft
	Cross Slope		Shoulder		1/2"/ft - 3/4"/ft	1/2"/ft - 3/4"/ft	1/2"/ft - 3/4"/ft
	Clear Zone			38-3	(3)	(3)	(3)
	Side Slopes		Front Slope (2)		1V:4H (1V:3H)	1V:4H (1V:3H)	1V:3H
		Cut Section	Ditch Width (4)	34-4.03	1.5′ (1′) <b>(2)</b>	1.5′ (1′) <b>(2)</b>	1.5′ (1′) <b>(2)</b>
a y		Section	Back Slope (5)		1V:3H	1V:3H	1V:2H
adw			Rock Cut	34-4.05	_	_	_
Roadway Slopes		Fi	Il Section (6)	34-4.02	1V:4H to Clear Zone 1V:2H Max. to Toe of Slope	1V:4H to Clear Zone 1V:2H Max. to Toe of Slope	1V:3H to Clear Zone 1V:2H Max. to Toe of Slope
	New and Reconstructed	*Structural Capacity		N/A	HS-20	HS-20	HS-20
	Bridges	*Clear F	Roadway Width (7)	39-6	40′	34′	28′
	Existing Bridges to	*Stru	ctural Capacity	N/A	H-15	H-15	H-15
ý	Remain in Place	*Clear F	*Clear Roadway Width (8)		30′	28′	26′
Bridges	*Vertical Clearance		New and Replaced Overpassing Bridges		16'-0" <b>(9b)</b>	14'-9" <b>(9b)</b>	
	(Frontage Road Under)	Existing C	Existing Overpassing Bridges			14′-0″	
	(9a)		erhead Signs/ estrian Bridges	33-5	New: 17'-3" (9b) Existing: 16'-9" m		g: 16'-9" m
	*Vertical Clearance (Frontage Ro	oad over Railro	pad)	39-4.06		23'-0" m	
	· · · · · · · · · · · · · · · · · · ·			-	_		•

Controlling design criteria (see Section 31-8).

# GEOMETRIC DESIGN CRITERIA FOR RURAL FRONTAGE ROADS (New Construction/Reconstruction) (US Customary)

Figure 44-2H

Illinois

Design				Manual	Frontage Road Type				
				Section	Α	В	С		
	Design Forecast Year			31-4.02	Current	Current	Current		
<u> </u>	Design Service Volume			31-4.03	>2000 ADT	400-2000 ADT	<400 ADT		
Design Controls	*Design Speed (1)(2)				90 km/h (80 km/h)	80 km/h (60 km/h)	60 km/h (50 km/h)		
åö	Access Control			35-2	None	None	None		
	Level of Service			31-4.04	С	В	В		
	*Traveled Way Width (2)			34-2.01	7.2 m (6.6 m)	6.6 m	6.0 m		
		Total	Width (2)	34-2.02	2.4 m (1.8 m)	1.8 m (1.2 m)	1.2 m (600 mm)		
Cross Section Elements	*Shoulder Width	F	Paved	34-2.02	300 mm	300 mm	_		
ect	A 22	Lan	e Width	34-2.03	3.6 m	3.3 m	N/A		
ss S	Auxiliary Lanes	Shoulder Width		34-2.03	1.2 m	1.2 m	N/A		
ğΞ	0 0	*Tra	vel Lane	34-2.01	1.5%	1.5%	1.5%		
ľ	Cross Slope	Shoulder		34-2.02	4%-6%	4%-6%	4%-6%		
	Clear Zone	Clear Zone		38-3	(3)	(3)	(3)		
	Side Slopes		Front Slope (2)		1V:4H (1V:3H)	1V:4H (1V:3H)	1V:3H		
_		Cut Section Ditch Width (4) 34-4.0	34-4.03	500 mm (300 mm) (2)	500 mm (300 mm) <b>(2)</b>	500 mm (300 mm) <b>(2)</b>			
lwa oes		CCCGCT	Back Slope (5)		1V:3H	1V:3H	1V:2H		
Roadway Slopes		Rock Cut		34-4.05	_	_	_		
~ "		Fill S	ection (6)	34-4.02	1V:4H to Clear Zone 1V:2H Max. to Toe of Slope	1V:4H to Clear Zone 1V:2H Max. to Toe of Slope	1V:3H to Clear Zone 1V:2H Max. to Toe of Slope		
	New and Reconstructed	*Structu	ıral Capacity	N/A	MS-18	MS-18	MS-18		
	Bridges	*Clear Roa	idway Width (7)	39-6	12.0 m	10.2 m	8.4 m		
	Existing Bridges to			N/A	MS-13.5	MS-13.5	MS-13.5		
es	Remain in Place	*Clear Roadway Width (8)		39-6	9.0 m	8.4 m	7.8 m		
Bridges	*** ** 101	New and Replaced Overpassing Bridges		39-4	4.9 m <b>(9b)</b>	4.5 m ( <b>9b</b> )			
	*Vertical Clearance (Frontage Road Under)	Existing Overpassing Bridges		49-6.09	4.3 m				
	(9a)		ead Signs/ rian Bridges	33-5	New: 5.25 m (9b) Existing:		: 5.1 m		
	*Vertical Clearance (Frontag	ge Road over Ra	ilroad)	39-4.06	7.0 m				
			,	1					

<sup>\*</sup>Controlling design criteria (see Section 31-8).

# GEOMETRIC DESIGN CRITERIA FOR RURAL FRONTAGE ROADS (New Construction/Reconstruction) (Metric)

Design			Manual Section	Frontage Road Type		
	Element			Α	В	С
	Design Forecast Year	31-4.02	Current	Current	Current	
n Slo	Design Service Volume	31-4.03	>2000 ADT	400-2000 ADT	<400 ADT	
Design Controls	*Design Speed (1)		31-2	≥ 30 mph	≥ 30 mph	Min.: 30 mph
۵ S	Access Control		35-2	None	None	None
	Level of Service		31-4.04	С	В	В
	*Surface Width		34-2.01	30′	30′	28′
_	Outside Curb Type & Width		34-2.04	B6.24 CC&G	B6.24 CC&G	Type B Gutter
Cross Section Elements	Auxilianul anga	Lane Width	24.2.02	12'	11′	N/A
oss Section Elements	Auxiliary Lanes	Outside Curb Type & Width	34-2.03	B6.12 CC&G	B6.12 CC&G	N/A
ross Elei	Cross Slope	*Travel Lane	34-2.01	1/4"/ft	1/4"/ft	1/4"/ft
Ö	Sidewalk Width	48-2.04	5' with Buffer Strip Behind Curb	5' with Buffer Strip Behind Curb	5' with Buffer Strip Behind Curb	
	Clear Zone	38-3	(3)	(3)	(3)	
ay s	Side Slopes	Cut Section (Curbed)	34-4.04			
Roadway Slopes		Rock Cut	34-4.05			_
Ros		Fill Section (Curbed)	34-4.02	_	_	_
	New and Reconstructed Bridges	*Structural Capacity	N/A	HS-20	HS-20	HS-20
		*Clear Roadway Width (7)	39-6	30′	30′	30′
	Existing Bridges to	*Structural Capacity	N/A	H-15	H-15	H-15
Bridges	Remain in Place	*Clear Roadway Width (8)	39-6	30′	28′	26′
	*Vertical Clearance	New and Replaced Overpassing Bridges	39.4	16′-0″ <b>(9b)</b>	16'-0" <b>(9b)</b> 14'-9" <b>(9b)</b>	
	(Frontage Road Under)	Existing Overpassing Bridges			14'-0"	
	(9a)	Overhead Signs/ Pedestrian Bridges	33-5	New:	17'-3" <b>(9b)</b> Existing:	16'-9"
	*Vertical Clearance (Frontage Roa	d over Railroad)	39-4.06	23′-0″		

<sup>\*</sup>Controlling design criteria (see Section 31-8).

#### GEOMETRIC DESIGN CRITERIA FOR URBAN FRONTAGE ROADS (New Construction/Reconstruction) (US Customary)

f-f = face of curb to face of curb e-e = edge of traveled way to edge of traveled way

Illinois

	Design	n	Manual	Frontage Road Type			
	Elemei	nt	Section	Α	В	С	
Design Controls	Design Forecast Year	31-4.02	Current	Current	Current		
	Design Service Volume	31-4.03	>2000 ADT	400-2000 ADT	<400 ADT		
	*Design Speed (1)	31-2	≥ 50 km/h	≥ 50 km/h	Min.: 50 km/h		
	Access Control	35-2	None	None	None		
	Level of Service		31-4.04	С	В	В	
	*Surface Width		34-2.01	9.2 m f-f	9.2 m f-f	8.4 m e-e	
_	Outside Curb Type & Width		34-2.04	B15.60 CC&G	B15.60 CC&G	Type B Gutter	
tior ts	Auxiliand and	Lane Width	34-2.03	3.6 m	3.3 m	N/A	
Sec	Auxiliary Lanes	Outside Curb Type & Width		B15.30 CC&G	B15.30 CC&G	N/A	
Cross Section Elements	Cross Slope	*Travel Lane	34-2.01	2%	2%	2%	
Cro	Sidewalk Width	48-2.04	1.5 m with Buffer Strip Behind Curb	1.5 m with Buffer Strip Behind Curb	1.5 m with Buffer Strip Behind Curb		
	Clear Zone		38-3	(3)	(3)	(3)	
۸.	Side Slopes	Cut Section (Curbed)	34-4.04	_	_		
Roadway Slopes		Rock Cut	34-4.05	_		_	
Ro S		Fill Section (Curbed)	34-4.02	_		_	
	New and Reconstructed Bridges	*Structural Capacity	N/A	MS-18	MS-18	MS-18	
		*Clear Roadway Width (7)	39-6	9.2 m	9.2 m	9.2 m	
	Existing Bridges to	*Structural Capacity	N/A	MS-13.5	MS-13.5	MS-13.5	
se	Remain in Place	*Clear Roadway Width (8)	39-6	9.0 m	8.4 m	7.8 m	
Bridges	*Vertical Clearance	New and Replaced Overpassing Bridges	39.4	4.9 m (9b) 4.5 m (9b)		m <b>(9b)</b>	
_	(Frontage Road Under)	Existing Overpassing Bridges			4.3 m		
	(9a)	Overhead Signs/ Pedestrian Bridges	33-5	New: 5.25 m (9b) Existing: 5.1 m		ng: 5.1 m	
	*Vertical Clearance (Frontage R	oad over Railroad)	39-4.06	7.0 m			

<sup>\*</sup>Controlling design criteria (see Section 31-8).

# GEOMETRIC DESIGN CRITERIA FOR URBAN FRONTAGE ROADS (New Construction/Reconstruction) (Metric)

f-f = face of curb to face of curb

e-e = edge of traveled way to edge of traveled way

- (1) <u>Design Speed</u>. To determine the minimum design speed to remain in place, see Section 45-2.02.
- (2) Remain In Place. Minimum design criteria allowed to remain in place for existing design elements are shown in parenthesis.
- (3) <u>Clear Zone</u>. The clear zone will vary according to design speed, traffic volumes, side slopes, and horizontal curvature.
- (4) <u>Ditch Width</u>. Provide a wider outside ditch where detention storage of storm water is a consideration.
- (5) <u>Back Slope</u>. Where the height of cut exceeds 10 ft (3 m), consider using a 1V:2H back slope beyond the clear zone. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (6) <u>Fill Slope</u>. For fill heights greater than 30 ft (9 m), use a 1V:2H uniform slope with a roadside barrier. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (7) New and Reconstructed Bridge Widths. Clear roadway bridge widths are measured from face to face of parapets or rails. Bridge widths are normally defined as the sum of the approach traveled way width and the width of the paved shoulders.
- (8) Existing Bridge Widths to Remain in Place. Clear roadway bridge widths are measured from face to face of parapets or rails. Implies elements allowed to remain in place without a design exception approval when cost effective and when safety record is satisfactory.
- (9) Vertical Clearance (Frontage Road Under).
  - a. The clearance must be available over the traveled way and any paved shoulders.
  - b. Table value includes allowance for future overlays.

GEOMETRIC DESIGN CRITERIA FOR RURAL/URBAN FRONTAGE ROADS (New Construction/Reconstruction)

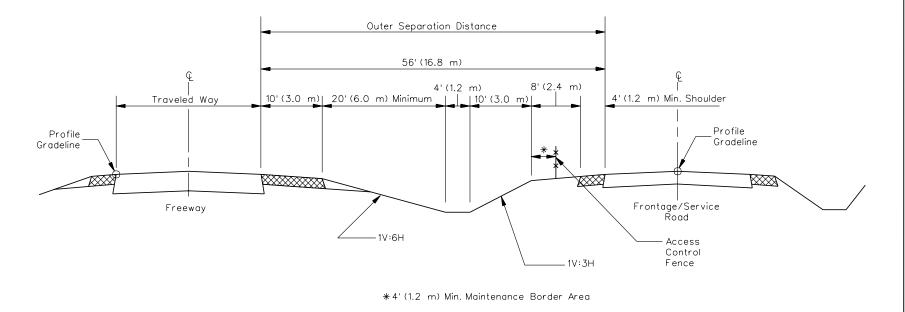
Footnotes to Figures 44-2H and 2I

#### 44-2.05(d) Outer Separation

The area between the traveled way of the freeway and a frontage road or street is designated as the outer separation distance. This separation functions as a buffer between the through traffic on the freeway and the local traffic on the frontage road. This separation also provides space for shoulders, drainage, and ramp connections to or from the through facility where slip ramps are used. The wider the outer separation, the less influence local traffic will have on the freeway through traffic. Wider separations also lend themselves to landscape treatments that enhance the appearance of both highways and the adjoining property. In urbanized areas, wide separations may also be used for noise walls or noise berms.

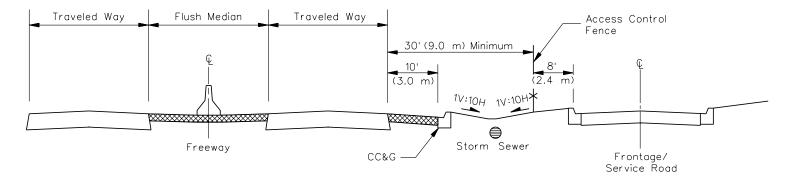
The width of an outer separation is based upon the sum of the shoulder widths for the freeway and frontage road, an appropriate border area, and earth slopes. On curvilinear alignments, also consider the clear zone along the outside of horizontal curves when determining the width of the border area. Figure 44-2J illustrates a typical separation between a rural freeway and frontage road where both roadways have the same profile elevation. The width of this outer separation would have to be increased accordingly for differences in roadway profile elevations. Figure 44-2K illustrates two typical separations between an urban freeway and a frontage road.

At interchanges, connect the frontage road with the crossroad outside of the access control limits as shown in Chapter 35. For grade separated crossings, the frontage road is typically flared out to account for geometric restrictions (e.g., sight distance restrictions, embankments). This design is illustrated in Figures 44-3B, 44-3D, and 36-1F. Figure 36-1G also illustrates where the frontage road passes under the crossroad and is connected to the crossroad with a buttonhook design.

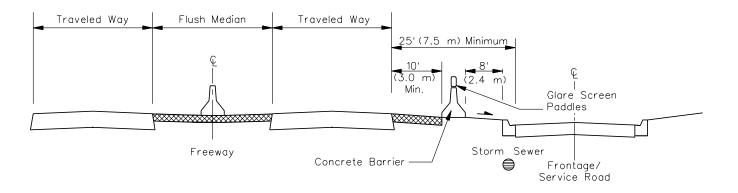


Note: Both roadways are assumed to be at the same profile elevation.

#### TYPICAL CROSS SECTION FOR RURAL OR SUBURBAN OUTER SEPARATION Figure 44-2J



30 ft (9.0 m) OUTER SEPARATION



25 ft (7.5 m) OUTER SEPARATION

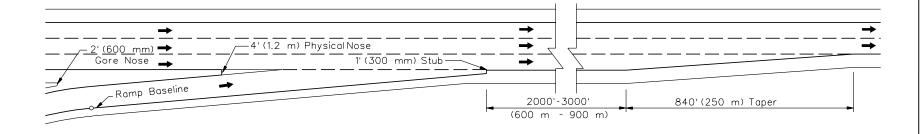
### TYPICAL CROSS SECTION FOR URBAN OUTER SEPARATION (Restricted ROW Conditions)

Figure 44-2K

#### 44-2.06 Lane Drops

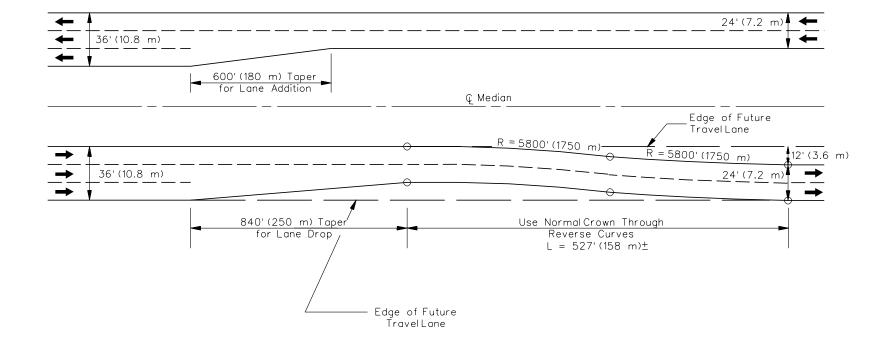
Freeway lane drops, where the basic number of lanes is reduced, should normally occur on the freeway mainline away from any other turbulence such as interchange exits and entrances. Figure 44-2L illustrates the recommended design of a lane drop beyond an interchange where there is a high probability of no additional through lanes being needed on the freeway in the near future. Where the addition of a through lane is highly likely in the near future (i.e., four to six years), consider providing a median or left-side lane drop; see Item 4 below. Because left-side lane drops do not meet normal driver expectations, provide advance supplemental signing, longer taper lengths, and 12 ft (3.6 m) wide paved left shoulders beyond the area of the proposed lane drop. In addition, consider the following criteria when designing a freeway lane drop:

- 1. Location. The following discusses the appropriate locations for lane drops:
  - a. Rural. Desirably, the lane drop should occur approximately 2000 ft 3000 ft (600 m 900 m) beyond the end of a standard entrance terminal. This distance allows for adequate signing and driver adjustments from the interchange, but yet is not so far downstream that drivers become accustomed to the number of lanes and are surprised by the lane drop. A lane drop should not occur on a horizontal curve or where other signing is required (e.g., an upcoming exit).
  - b. <u>Urban</u>. Where interchanges are closely spaced, it may be necessary to drop a freeway lane at an exit. This decision is made on a case-by-case basis and an evaluation of operations of the traffic volume exiting versus the through traffic volume. It is preferable to drop the freeway lane at a major divergence or two-lane exit rather than at a single-lane exit. Lane drops at exit ramps are further discussed in Section 37-6.
- 2. <u>Tapers</u>. The minimum taper length at the end of a lane drop is 840 ft (250 m).
- 3. <u>Sight Distance</u>. Decision sight distance (DSD) should be available to any point within the entire lane transition. See Section 31-3.02 for applicable DSD values. This criterion would favor, for example, placing a freeway lane drop within a sag vertical curve rather than just beyond a crest or at a location where the freeway lies on an upgrade.
- 4. <u>Right-Side versus Left-Side Drop.</u> Right-side freeway lane drops are preferred due to the merging of slower vehicles and normal driver expectations. In the situation where the left lane is to be continued in the median in the future, the right-side lane drop is still preferred. In this case, the mainline is designed for a right-side lane drop and the traveled way is shifted through a set of flat reverse curves. Figure 44-2M illustrates this design.



TYPICAL FREEWAY LANE DROP (Right Side)

Figure 44-2L



TYPICAL FREEWAY LANE DROP AND ADDITION (Median Lanes to be Continued in the Future)

Figure 44-2M

- 5. <u>Shoulders</u>. Maintain the full-width right shoulder through a right-side lane drop. If a left-lane drop is used, maintain the full 10 ft or 12 ft (3.0 m or 3.6 m) paved left shoulder for a distance of 350 ft (100 m) beyond the lane drop. This will provide a recovery area for those drivers who missed the lane drop.
- 6. <u>Lane Addition</u>. Figure 44-2M illustrates a typical example for adding a lane to a freeway.

#### 44-2.07 Roadside Safety

Chapter 38 discusses the design of clear zones, roadside barriers, breakaway sign supports, median barriers, and impact attenuators which are also applicable to freeways. In addition, the following criteria will apply to freeways:

- 1. <u>Curbs</u>. Curbing should not be used on freeways. However, where deemed necessary, only use M-4.24 (M-10.60) curb and gutter. Do not locate the curb and gutter any closer than the outer edge of the shoulder.
- 2. <u>Utilities</u>. Utility easements running parallel to the freeway should be outside the access control line. Generally, provide access to these easement strips from outside of the freeway right-of-way. This includes both the freeway mainline and ramps.
- 3. <u>Landscaping</u>. Proper landscaping of the freeway can contribute to the safe operation of the freeway by indicating changes in road and ramp alignments, reducing glare from oncoming vehicles, and controlling snow drifting. Plan the landscaping so that when it matures it will not become an obstacle itself or will not restrict sight distance.

#### 44-2.08 Branch Connections/Major Forks

Where two freeways diverge or converge, a major divergence or convergence design will be required. Section 37-6 provides the design criteria for major diverges and converges.

#### 44-2.09 Overhead Signing

Proper interchange operations depend partially on the compatibility between its geometric design and the traffic control devices at the interchange. Freeway signing should be planned concurrently with the geometric design. The proper application of signs and pavement markings increases the clarity of the path to be followed and the safety and operational efficiency of the freeway. For many freeways, overhead signing is used to increase this clarity. Due to sight distance limitations and spacing logistics, signing along a highway segment also impacts the minimum acceptable spacing between adjacent interchanges. Section 37-2.16 provides minimum distances between interchange terminals based on operational and signing

requirements. For additional information on the use of overhead signing, the designer should review the *Illinois MUTCD* and/or contact the Bureau of Operations.

#### 44-3 OTHER DESIGN FEATURES

#### 44-3.01 Access Control

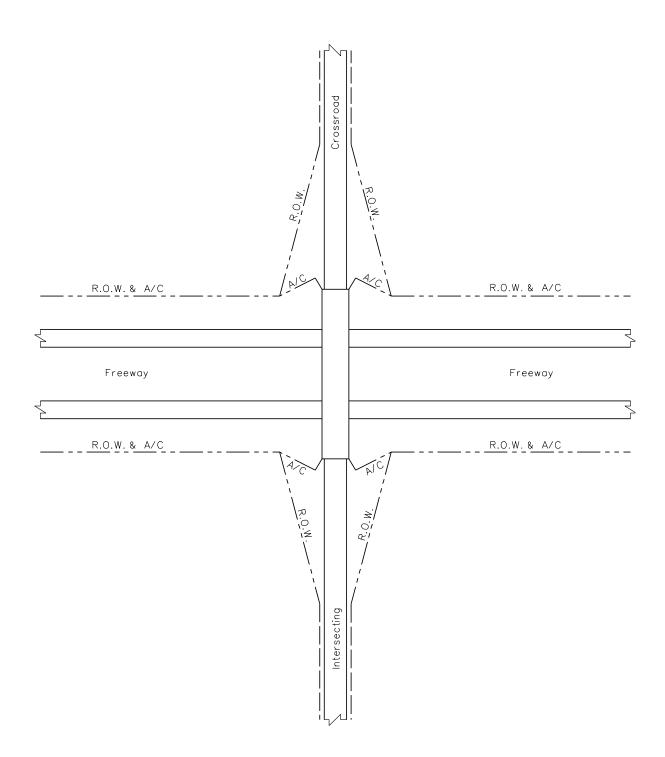
#### 44-3.01(a) General

A controlled access highway is defined as a highway where the right of owners or occupants of abutting land to access, light, air, or view, in conjunction with a highway design, is controlled by a public authority. For freeways, the access is controlled by the Department and is limited to interchanges. Direct access to property along the freeway is prohibited. Indirect access may be provided to these properties by means of frontage or service roads constructed adjacent and parallel to the freeway or by existing roads that intersect other public roads which then connect to an interchange. Section 37-1 discusses the Department's criteria for adding or changing access points (interchanges) along the freeway.

#### 44-3.01(b) Access Control Line

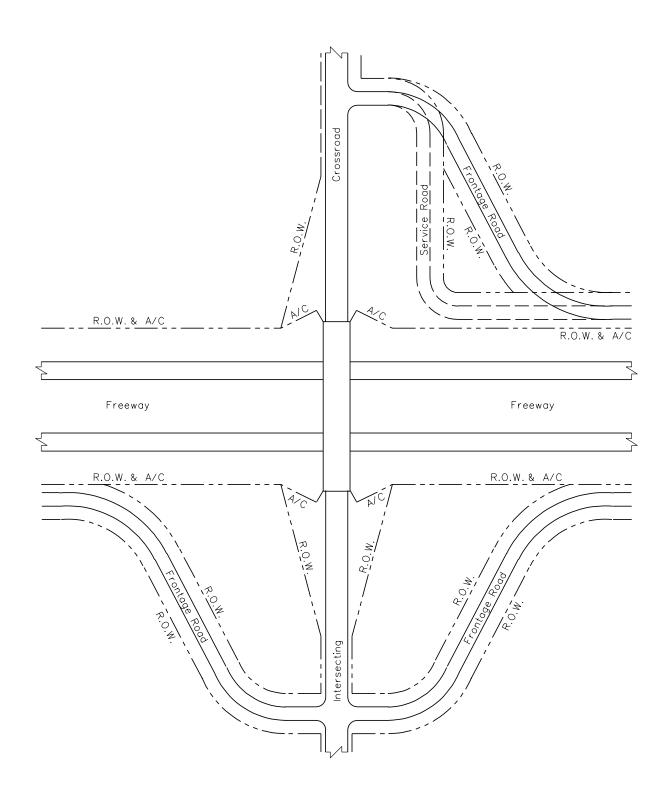
The extent of access control on any freeway is indicated by the access control line. This line is placed on the access control plans included with a Phase I engineering report and on the right-of-way and construction plans. It clearly delineates the extent of access control and provides a permanent record. The access control line is defined as a line established by the Department across which ingress to or egress from a freeway is prohibited. This line is generally coincident with or parallel to the right-of-way line of the normal roadway section and is continuous along the freeway. The access control line must assume various configurations at grade separation structures and bridges and, is extended along those highways interchanging with the freeway. Access control along the crossroad provides for smooth flow of traffic and proper signing distances. The following access control criteria will apply to freeways:

- 1. <u>Interchanges</u>. Chapter 35 presents the Department's access control criteria along interchange crossroads.
- 2. <u>Grade Separated Structures</u>. The access control lines at grade separation structures (without an interchange) must be located to permit the movement of traffic over or under the freeway and preclude direct access to the freeway. The locations of access control lines at grade separation structures are indicated in Figures 44-3A through 44-3F.
- 3. <u>Bridges and Culverts</u>. The location of the access control line at bridges and at culverts, having a clear height of 6 ft (1.8 m) or greater or a definite stream channel will necessitate fencing being installed around the culvert wing wall. This is illustrated in Figure 44-3G. Where the culvert has a clear height less than 6 ft (1.8 m) and no definite stream channel, the access control line is continuous as illustrated in Figure 44-3H.

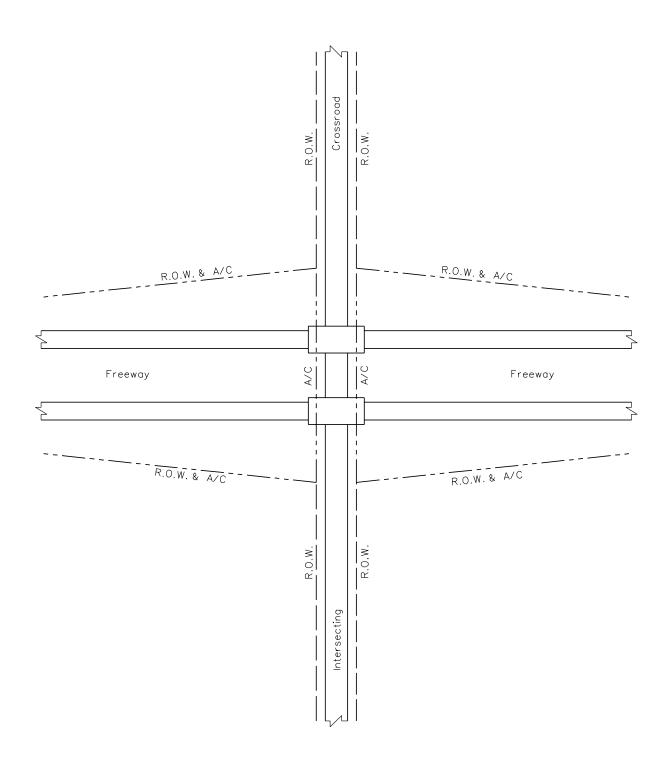


FREEWAY UNDER INTERSECTING CROSSROAD (Without Frontage Roads)

Figure 44-3A

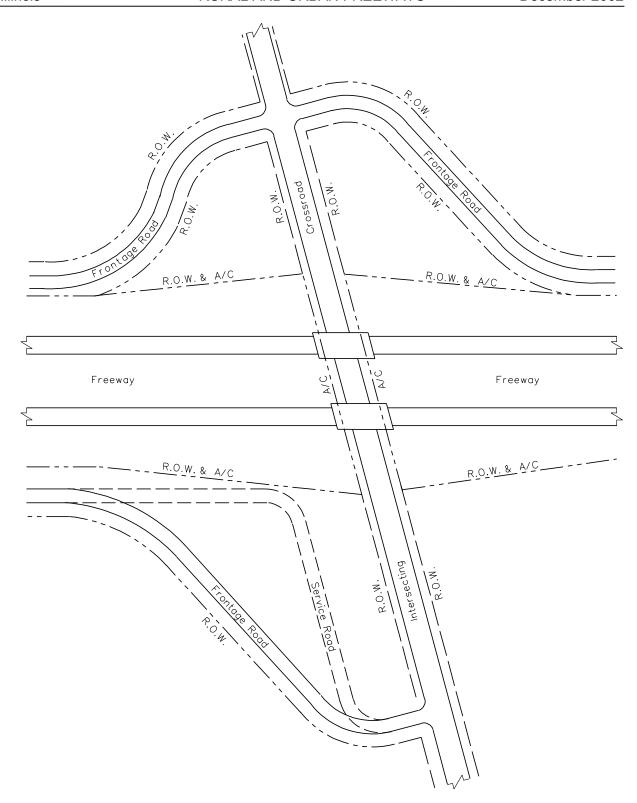


FREEWAY UNDER INTERSECTING CROSSROAD
(With Frontage Roads or Service Drive)
Figure 44-3B



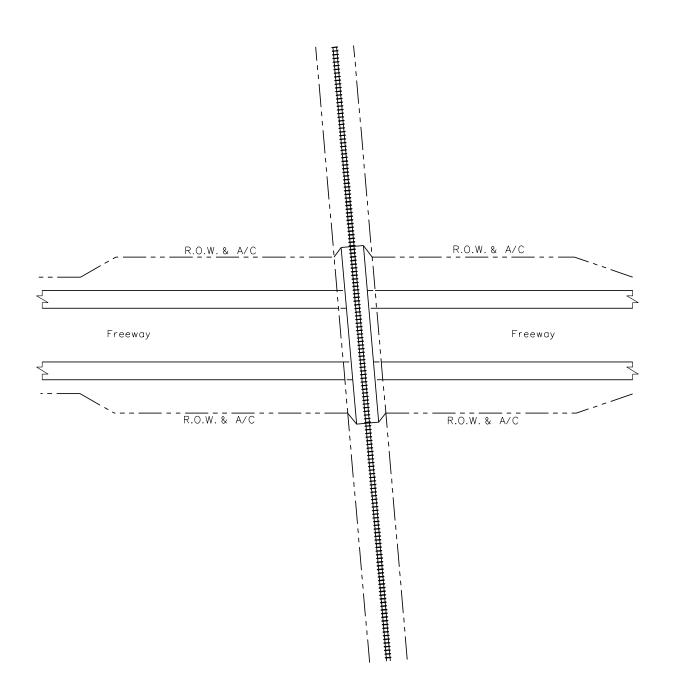
# FREEWAY OVER INTERSECTING CROSSROAD (Without Frontage Roads)

Figure 44-3C

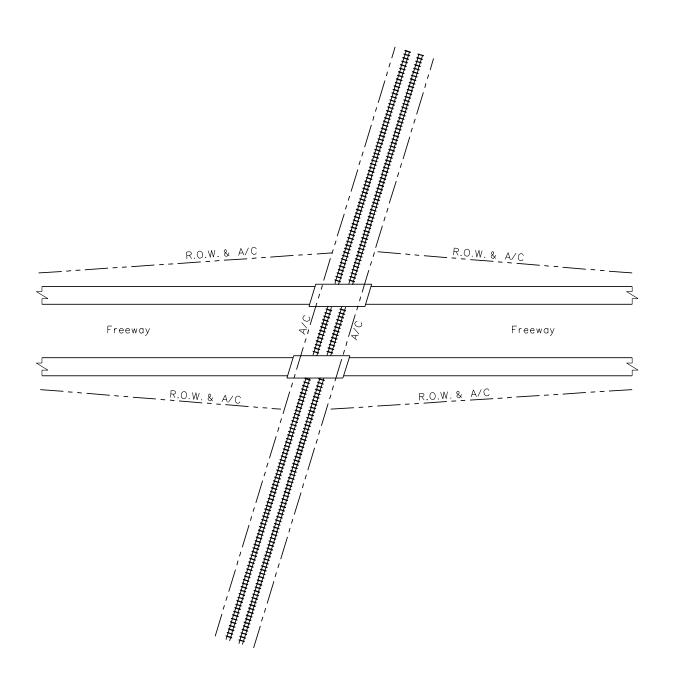


FREEWAY OVER INTERSECTING CROSSROAD (With Frontage Roads or Service Drive)

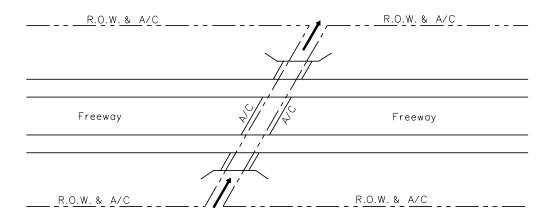
Figure 44-3D



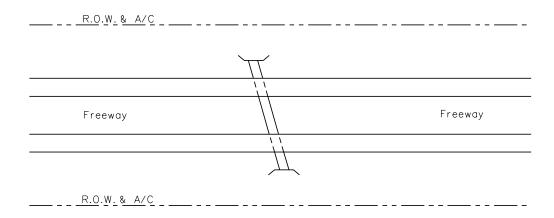
## FREEWAY UNDER RAILROAD Figure 44-3E



FREEWAY OVER RAILROAD
Figure 44-3F



# ACCESS CONTROL AT BRIDGES AND CULVERTS (6 ft (1.8 m) or Larger) Figure 44-3G



## ACCESS CONTROL AT BRIDGES AND CULVERTS (Less than 6 ft (1.8 m))

Figure 44-3H

### 44-3.02 HOV Lanes

### 44-3.02(a) General

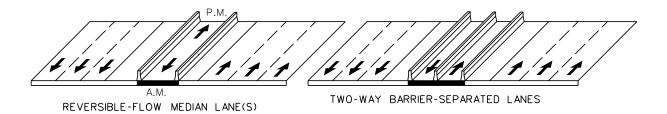
High occupancy vehicle (HOV) lanes are those dedicated, for a portion of the day, to provide priority treatment for HOV's (e.g., carpools, vanpools, buses). HOV facilities provide efficiencies for maximizing person flow while minimizing overall person delay. Therefore, in general, HOV lanes are congestion-dependent improvements and produce substantial benefits where extreme congestion occurs regularly on freeways. HOV facilities should be considered in these situations to encourage motorist to shift from single occupancy vehicles (SOV) to high occupancy vehicles.

Management of HOV operations may be accomplished by a range of technological and manpower means. The level of control needed will depend upon the user demand, system size, HOV lane type, geometric design, hours of operation, and operational costs. Surveillance, communications, and control are vital components with respect to, 2+ versus 3+ occupancy requirements, incident management strategies, and enforcement requirements. HOV facilities should be part of a complete ridesharing program that includes the provision of support facilities and programs (e.g., park-and-ride lots, park and pool lots), and information services to facilitate both bus and rideshare needs.

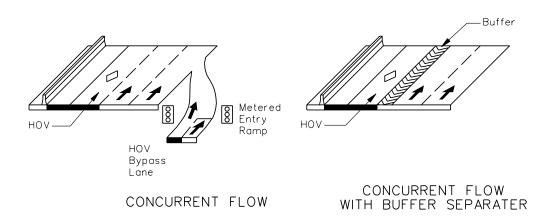
### 44-3.02(b) Types of HOV Lanes

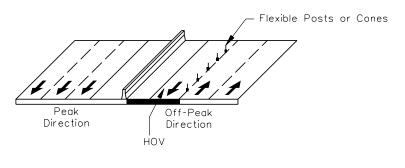
Within an existing freeway corridor, there are at least three types of HOV lanes — separated roadway, concurrent-flow lane, and contra-flow lane. These are illustrated in Figure 44-3I and are further discussed as follows:

- 1. <u>Separated HOV Roadway</u>. Figures 44-3J and 44-3K illustrate separated HOV facilities. Consider the following:
  - a. <u>Location</u>. Separated HOV roadways may be located in the median of the freeway, adjacent to the freeway, or on an independent alignment depending on available space. Consideration should be given to factors such as traffic operations in interchange areas and ramps, access to intermodal facilities, access to and from the facility, and traffic management during construction.
  - b. <u>Design Criteria</u>. Design criteria for separated HOV roadways are typically high by the very nature of the commitment of funds and time to implement and are considered a long-term solution.
  - c. <u>Enforcement</u>. The enforcement needs for a barrier-separated HOV facility can be lessened somewhat because access along the facility is largely controlled at selected breaks in the barrier, as a result, violators are deterred.



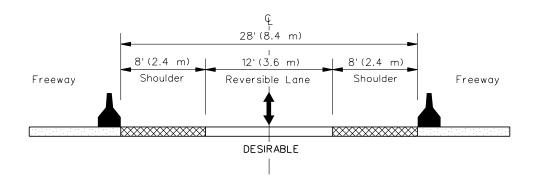
### BARRIER SEPARATED ROADWAY

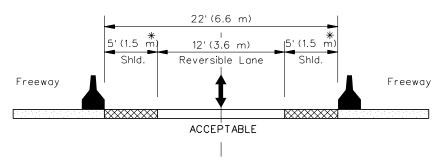




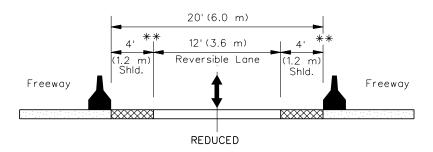
CONTRA FLOW

## HOV CONCEPTS Figure 44-3I





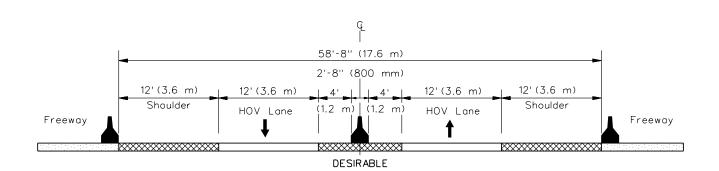
\* Lateral clearances may be combined to provide a single 8' (2.4 m) shoulder on one side or the other.

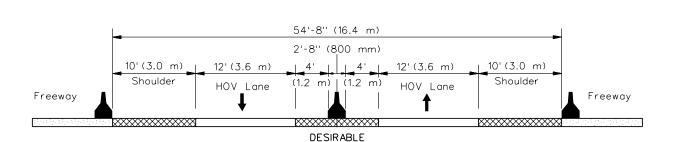


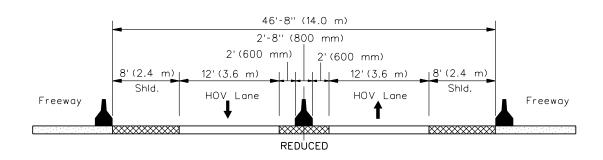
\*\*Lateral clearances may be combined to provide a single 6'(1.8 m) shoulder on one side or the other.

### BARRIER SEPARATED HOV FACILITY CROSS SECTIONS (Single-Lane Reversible Flow)

Figure 44-3J

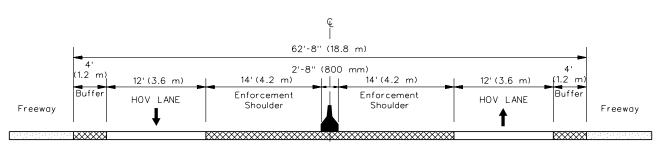




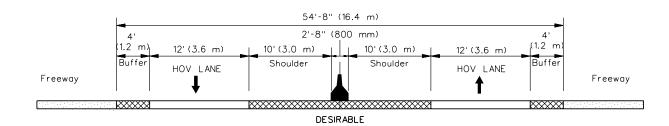


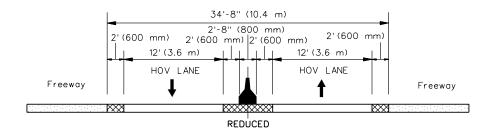
## BARRIER SEPARATED HOV FACILITY CROSS SECTIONS (Two-Way Flow)

Figure 44-3K



DESIRABLE





## BARRIER SEPARATED HOV FACILITY CROSS SECTIONS (Two-Way Concurrent Flow)

Figure 44-3L

- d. <u>Access</u>. Entering and exiting from an HOV to an interchange requires weaving across mixed-flow traffic lanes. To avoid this friction, access may be provided directly to the HOV, which can save users additional travel time. Ramps can be dropped down/up from a crossroad (low speed) or with a fly-over ramp (high speed).
- 2. <u>Concurrent-Flow HOV Lanes</u>. In contrast to barrier-separated facilities, concurrent-flow HOV lanes provide no more than a paint stripe or painted buffer adjacent to the through lanes; see Figure 44-3L. Concurrent-flow HOV lanes can be implemented as interim retrofit by reducing the inside shoulder width and widening shoulders over time to enhance safety. Consider the following:
  - a. <u>Access</u>. Concurrent-flow HOV lanes provide for frequent access and are suited for HOV operations which can revert back to general purpose lanes while the barrier separated are more applicable to 24-hour HOV operation.
  - b. <u>Enforcement</u>. The lack of a physical barrier and ease of access increases the need for enforcement when compared to a separated HOV roadway; therefore, design treatments for enforcing concurrent flow HOV's is critical. Where a minimum 10 ft (3.0 m) wide shoulder cannot be provided contiguously adjacent to the HOV lane, enforcement will be difficult and violators may reach such proportions that HOV's may lose their time savings. Where narrow inside shoulders exist, it is possible to accommodate enforcement pockets by narrowing the median shoulder on alternating sides of the center barrier.
  - c. <u>Incident Management</u>. Incident management for HOV's are normally handled in the same manner as applied to freeways. Narrow inside shoulders also require real-time incident response.
- 3. <u>Contra-flow Lanes</u>. Contra-flow lanes provide an exclusive lane for HOV's traveling in the peak direction by removing a lane from service in the off-peak direction in cases where the level of service will not be seriously effected; see Figure 44-3I. Contra-flow lanes are often reserved for buses only; however, vanpools and taxis have been successfully introduced through special training and licensing.

### 44-3.02(c) Design

When designing HOV lanes, consider the following:

1. <u>HOV Types</u>. Section 44-3.02(b) discusses the common HOV types used by the Department.

- 2. <u>Design Criteria</u>. In general, the same criteria for urban freeways also apply to HOV facilities (e.g., 12 ft (3.6 m) lanes, horizontal alignment, vertical alignment, cross slopes). Urban freeway criteria are presented in Section 44-5.
- 3. <u>Shoulder Widths</u>. Where barrier separated HOV facilities are provided (e.g., two-way flow), desirably at least one shoulder next to the HOV lane should be 10 ft (3.0 m) wide for emergency stops and at a minimum 8 ft (2.4 m). At a minimum, provide 2 ft (600 mm) offset to the median barrier.
- 4. <u>Sight Distance</u>. Where concrete barrier is used to separate the HOV lanes from adjacent and/or opposing lanes, special consideration must be given to any sight distance restrictions that may be caused by a concrete barrier through horizontal curves.
- 5. <u>Separation</u>. Where an HOV lane is adjacent to the through freeway lanes (i.e., no median barrier), desirably provide a 2 ft to 4 ft (600 mm to 1.2 m) buffer, or spatial separation, between the HOV lane and adjacent through lane. In general, it is more desirable to provide a narrow right-side clearance between the HOV lane and the through traffic lanes plus a wide left-side shoulder than to have a wide common shoulder as the buffer. The wide left shoulder also facilitates enforcement, which is key to the success of an HOV facility.
- 6. <u>Access Ramps</u>. Access to the HOV lane will vary according to the type of HOV facility used and space available. Access may be obtained by shared ramps, dedicated access ramps, and/or slip ramps from the mainline or crossroads. In general, design HOV ramps using the same criteria as for interchange ramps. However, consider the following:
  - a. <u>Design Vehicle</u>. The design vehicle for HOV lanes will typically be a bus. The absence of trucks may allow for narrower widths and reduced vertical clearances.
  - b. <u>Signing</u>. Advance signing and pavement markings are critical to ensure proper operation of the HOV ramps.
- 7. <u>Incident Management</u>. Special consideration must be given to incident management to ensure the HOV facility continues to operate after an incident (e.g., crash, disabled vehicle).
- 8. <u>Additional Guidance</u>. For additional guidance on determining candidate HOV freeway segments and design of HOV lanes, see the AASHTO publication *Guide for the Design of High-Occupancy Vehicles*.

### 44-3.03 Lighting

Nighttime traffic volumes, nighttime accidents, and geometric complexity will significantly influence the need for freeway lighting. In addition to the following, Chapter 56 provides further guidance on highway lighting:

- <u>Urban</u>. Urban freeways with closely spaced interchanges and substantially developed adjacent areas are generally illuminated. The geometric and traffic complexities are such that drivers need to detect and react to conditions 500 ft to 1200 ft (150 m to 350 m) in front of their vehicle. Also, vehicle headlamps cannot be relied on to provide adequate lateral visibility on very wide roadways
- 2. <u>Suburban</u>. On suburban freeways without lighting, a reduction in visual sensitivity due to transient adaptation effects can also result from the spillover of lighting from adjacent development. This ambient illumination is distracting to the driver, causes veiling glare, and reduces attention to freeway signs. In areas where the surrounding areas are brightly illuminated, freeway lighting is typically warranted.
- 3. <u>Rural</u>. In rural areas, lighting is sometimes deemed justified at interchanges, especially those with complex geometry or multiple merging traffic points. Energy availability and routine maintenance costs are important factors that influence the decisions to provide a lighting system.
- 4. <u>Interchanges</u>. Because interchanges have the greatest probability for traffic conflict requiring quick driver decisions, lighting at high-density, complex freeway interchanges can be a useful tool with a high potential for crash reduction. Two designs of interchange lighting systems are commonly warranted complete interchange lighting and partial interchange lighting. Complete interchange lighting provides considerably better driver performance and traffic operations than partial interchange lighting. Partial interchange lighting is sometimes used based on the premise that it provides some of the benefits attributable to complete interchange lighting at a lower operating cost. In partial interchange lighting, only the freeway gore area, major changes in ramp alignment, and the area where the ramp joins the crossroad are lighted.

### 44-3.04 Landscaping

The highway should be designed to blend into its environment, see Chapter 59. This may involve landscaping the roadside, either during the construction or later as an improvement. Proper use of landscaping can contribute to the safe operation of freeways by reducing glare from oncoming vehicles, indicating changes in road and ramp alignments, and controlling snow drift. At the same time, ensure that any additions do not sacrifice available operational and safety features. Also, consider the following guidelines:

- Locate tree and shrub plantings so that adequate sight distance will be maintained when mature growth is achieved.
- Give special consideration to selecting flora that will not mature into large or multiple trunks that can halt or snag a vehicle.
- Plant small trees at least 10 ft (3 m) away from other small trees and breakaway devices (e.g., sign supports) to reduce the possibility of a vehicle striking two objects at essentially the same time.
- Do not plant trees and shrubbery in front of barriers and other safety devices.
- Before planting trees on the inside of a curve, consider the restriction they might impose on the sight distance, especially when they mature.

#### 44-4 INTERCHANGES/GRADE SEPARATIONS

On fully access-controlled facilities, each intersecting highway must be terminated, rerouted, or provided with a grade separation or interchange. The importance of the continuity of the crossing road, the feasibility of alternative routes, traffic volumes, construction costs, environmental impacts, etc., must be evaluated to determine which option is the most cost effective.

### 44-4.01 Interchanges

Section 37-1 discusses several guidelines that must be considered in determining whether or not an interchange should be provided. In general, interchanges are provided on freeways at:

- all freeway-to-freeway crossings;
- all marked highways, unless determined inappropriate; and
- other highways based on the anticipated demand for regional access.

Section 37-1 also discusses the procedures for adding or revising an interchange access point to the freeway system.

### 44-4.02 Grade Separations

### 44-4.02(a) Justification

For each crossroad along the freeway, which is not an interchange, a determination must be made whether the crossroad should be closed, rerouted, or provided with a grade separation. This justification is made primarily by comparing the respective cost and social factors for each alternative. Section 44-4.03 discusses the process for determining the feasibility of closing a facility or providing a grade separation. Although cost is a primary factor, also review the following other considerations:

- Operations. Grade separations should be of sufficient number and adequate capacity to accommodate crossroad traffic, traffic diverted to crossroads from other roads and streets terminated by the freeway, and the traffic generated by access connections to and from the mainline.
- Rural/Urban Locations. In rural areas, the location of grade separation structures is determined by the access and feasibility study. For urban areas, usually grade separation structures are provided every three to four blocks for continuity.
- 3. <u>Local Considerations</u>. Closing the crossroad can have a significant effect on local users and the overall local road system integrity, due primarily to changes in travel patterns. These may include:

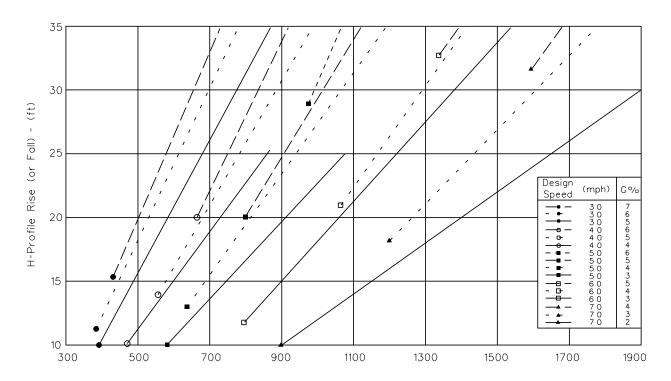
- a. <u>School Bus Routes</u>. The effect of a road closure on the bus route system can be two-fold. There may be an increase in the operating cost due to longer buses routes and an increase in the travel time for school children.
- b. <u>Emergency Personnel</u>. The financial effect of the longer detour route on emergency vehicles is generally not a concern. However, the extra response time could adversely affect the health and safety of local citizens.
- c. <u>Mail Routes</u>. Mail delivery is normally a minor consideration. Although there may be extra financial burdens, these are generally minor because most routes can be rearranged.
- d. <u>Businesses/Farms</u>. Access to businesses and farms must be evaluated to ensure that these operations can continue without severe economic hardship. For businesses, the road closure can significantly affect their deliveries and the number of customers they receive (e.g., customers may be unwilling to travel the extra distance). For farmers, the road closure may require the transportation of large, slow-moving farm equipment along busy alternative facilities.
- e. <u>Social Factors</u>. Parks, churches, cemeteries, public facilities, and other areas or buildings of social concern generally cannot be relocated. Limited access to these facilities may create undue hardship if a specific road is closed.
- f. <u>Land Use Planning</u>. Consider future land use within a suburban environment to ensure adequate access and reciprocation factors are available.

### 44-4.02(b) Design

When designing grade separations, the following guidelines will be applicable:

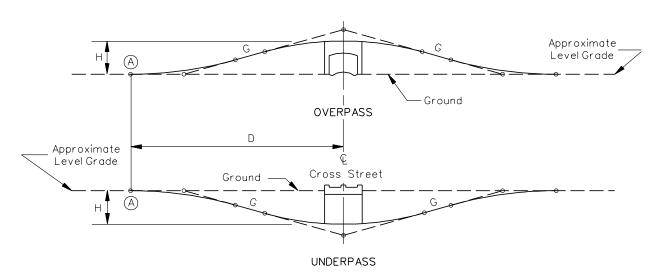
- 1. <u>Design Criteria</u>. Section 39-4 and Part V, Design of Highway Types, provide geometric design criteria for structures including clear roadway bridge widths, vertical clearances, horizontal clearance, shoulder widths, etc.
- 2. <u>Over versus Under</u>. The decision on whether the freeway should be over or under the crossroad is normally dictated by topography and cost. If the topography does not favor one profile over the other, use the following guidelines to decide which highway should cross over the other:
  - a. <u>Cost-Effectiveness</u>. The designer should consider which alternative will be more cost effective to construct. Some elements to consider are the amount of embankment and excavation required, span lengths, angle of skew, gradients, sight distances, alignment, vertical clearances, constructability, traffic control, right-of-way, drainage, soil conditions, and construction costs.

- b. <u>Classification</u>. Select the alternative that provides the highest design level for the mainline road. Typically, the crossroad has a lower design speed and, therefore, the minor road can be designed with steeper gradients, lesser roadway widths, steeper side slopes, etc.
- c. <u>Future Crossings</u>. If any crossings and/or structures are planned for a future date, the mainline should be under these future crossings. Overpasses are easier to install and will be less disruptive to the freeway when they are constructed in the future.
- 3. <u>Horizontal Distance</u>. The distance required for adequate design of a grade separation depends on the design speed, the roadway gradient, and the amount of rise or fall necessary to affect the separation. Figure 44-4A can be used during Phase I to quickly determine whether a grade separation is feasible for a given set of conditions, what gradients may be involved, and what profile adjustments may be necessary on the crossroad. Also, carefully study sight distance requirements because these will often dictate the required horizontal distance along the crossroad. When using Figure 44-4A, consider the following:
  - a. Minimum Horizontal Distances. The plotted lines on Figure 44-4A are derived assuming the same approach gradient on each side of the structure. However, values of "D" from the figure also are applicable to combinations of unequal gradients. Distance "D" is equal to the length of the initial vertical curve, plus one-half the central vertical curve, plus the length of tangent between the curves. Lengths of vertical curves are based on the stopping sight distance. However, longer vertical curves are desirable from an aesthetic and safety standpoint. Conversely, longer curve lengths may be costlier due to increased earthwork quantities. However, these additional costs may be a less important consideration if crossroads or access points exist near the grade separation structure.
  - b. <u>Maximum Gradient</u>. The lower terminal point of each gradient line on Figure 44-4A, marked by a small symbol, indicates the distance where the tangent between the curves is zero and below which a design for the given grade is not feasible (i.e., a profile condition where the minimum central and end curves for the gradient would overlap).
  - c. Restricted Gradients. For the usual profile rise or fall required for a grade separation ("H" of 25 ft (7.5 m) or less), do not use gradients greater than 3% for a design speed of 70 mph (110 km/h), 4% for 60 mph (100 km/h), 5% for 50 mph (80 km/h), and 6% for 40 mph (60 km/h). For values of "H" less than 25 ft (7.5 m), use flatter gradients.



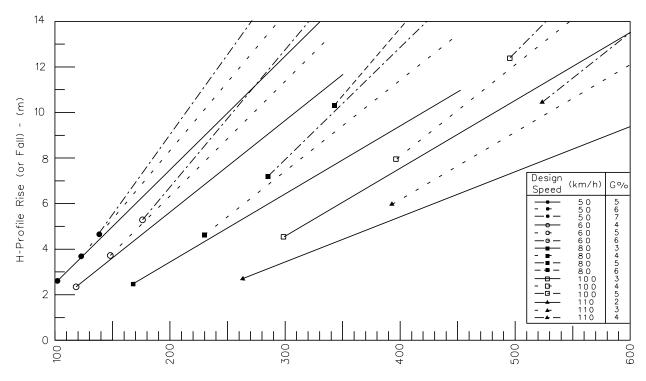
D-Minimum Horizontal Distance Required to Effect Grade Separation - (ft)

Note: Symbols on ends of lines indicate the point below which the grade is not feasible, necessitating the use of next flatter curve.



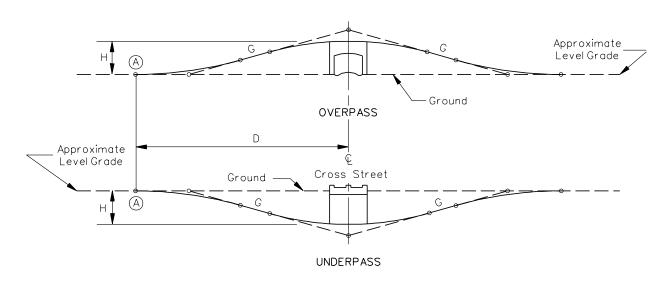
## GRADE SEPARATION DETERMINATION (US Customary)

Figure 44-4A



D-Minimum Horizontal Distance Required to Effect Grade Separation - (m)

Note: Symbols on each line indicate the point below which the grade is not feasible, necessitating the use of the next flatter grade.



## GRADE SEPARATION DETERMINATION (Metric)

Figure 44-4A

- d. <u>Relationship</u>. For a given "H" and design speed, distance "D" is only shortened a negligible amount by increasing the gradient. However, the distance "D" varies to a greater extent for a given "H" and "G" with respect to the design speed.
- e. <u>Elevation</u>. Considering the vertical clearance and structural depth, an elevation distance of "H" is typically between 23 ft and 25 ft (7.0 m and 7.5 m) for the grade separation of two highways. "H" is typically the same for a freeway under a railroad. For a railroad facility under a freeway, "H" is typically 30 ft to 31 ft (9.2 m to 9.4 m).
- f. <u>Design Speed</u>. To provide additional safety at rural grade separations where the crossroad passes over the freeway, consider designing the crest vertical curve with a design speed of 55 mph (90 km/h) or greater.

### 44-4.03 Feasibility Analysis

### 44-4.03(a) Procedure

When determining the feasibility of closing a crossroad or providing a grade separation on the crossroad, a cost analysis must be completed. This will include comparing the additional road user costs for closing the facility against the amortized annual cost of building a grade separation. The following steps will apply in making this analysis:

- 1. <u>Data Gathering</u>. The first step is to gather all the necessary data for the cost analysis. This includes a map showing the location of other possible crossings, traffic volumes, construction costs, unit prices, service life for various construction elements, possible detour routes, length of alternative routes, a field review of the area, and possibly meeting with farmers, businessmen, the local postmaster, and local school officials.
- 2. Road Closure. The cost of the road closure is based on the increase in cost for road users to travel the additional distance to reach their destination. The computation of these costs is based on traffic volumes, distribution of vehicular types (e.g., passenger cars, trucks, buses), additional detour distance, and variable operating costs. Figure 44-4B provides a form that can be used in the road closure analysis. The following steps will apply to Figure 44-4B:
  - a. <u>Traffic Volume/Composition</u>. Use the latest data available for traffic volumes and vehicle composition. For local roads, this information can be obtained from the district and/or Chicago Area Transportation System. Adjust the traffic volumes for the design year (e.g., 20 years). For most analyses, the crossroad traffic will typically be the single most important element in influencing the cost analysis for grade separations.

NAM	E OF C	ROSSROAD: FREEWAY ALTERNATIVE:	
Α.	GEN	NERAL CONDITIONS:	
	1.	Traffic on crossroads (ADT)	
	2.	School buses (daily trips/max. extra distance per trip if closed)	
	3.	Mail Route (max. extra distance per day if closed)	
	4.	Emergency Vehicles (max. extra distance if closed)	
	5.	Approximate Road User Cost (per mile (kilometer)):	
		PV; SU; MU	
	6.	Approximate Vehicular Traffic Distribution (%):	
		PV; SU; MU	
B.	ALT	ERNATIVE TRAFFIC ROUTE IF ROAD IS CLOSED:	

# Local Map

### C. ROAD USER COSTS:

			DAILY COS	T IF ROAD	IS CLOSED					
Point	Distance mile (km)	PV ADT ( )	Cost/mile (Cost/km)	SU ADT ( )	Cost/mile (Cost/km)	MU ADT	Cost/mile (Cost/km)	Daily Cost		
Totals:										
			DAILY CO	ST IF ROAD	IS OPEN					
1. Daily Ir	ncrease in R	oad User C	osts:				\$			
2. Annual	Increase in	Road User	Costs (Item	1 x 365):			\$			

## JUSTIFICATION FOR GRADE SEPARATION STRUCTURE (Part 1)

Figure 44-4B

- b. <u>Alternative Route Distances</u>. Determine the most practical route that will be taken and measure these distances from a local map. The most practical route will typically be obvious. However, in some cases, it may be beneficial to talk with the appropriate local officials (e.g., county officials, emergency personnel, local school district).
- c. <u>Road User Costs</u>. Road user costs are based on the variable operating cost of operating a vehicle. Do not include the fixed (ownership) costs. The latest road user costs can be obtained from BDE. Variable operating costs consist of:
  - nonscheduled repairs and maintenance,
  - gasoline,
  - oil,
  - tires.
  - gasoline tax (State and Federal),
  - oil tax (Federal),
  - tire tax (Federal), and
  - parking and tolls.
- d. <u>Alternative Route Costs</u>. The daily road user costs for the alternative route can be determined by multiplying each vehicular cost per mile (kilometer) by the distance of the detour. Do this for each vehicular type and add the total costs together.
- e. <u>Open Road Costs</u>. Determine the daily road user costs for each vehicular type assuming the road will remain open by multiplying the distance of the existing route by the road user costs.
- f. <u>Final Costs</u>. Determine the increase in road user costs by subtracting the nondetoured costs from the road closure costs. Multiply this number by 365 to determine the annual cost.
- 3. <u>Grade Separation Structure</u>. For comparison purposes, determine the annualized costs for constructing the grade separation. These include right-of-way acquisition, construction costs, and other mitigating items (e.g., environmental factors). Figure 44-4C provides a form that may be used to determine these annualized costs. The following steps apply to Figure 44-4C:
  - a. <u>Base Cost</u>. Estimate quantities or use a generalized quantity (e.g., cost per square foot (square meter) of bridge deck, cost per square foot (square meter) of pavement). Use these quantities in conjunction with the average weighted unit prices to develop the overall grade separation costs. Also, include the cost for any necessary mitigation measures (e.g., relocating businesses, environmental

NAME OF	CROSSROAD:		FI	REEWAY	ALTERNA	FREEWAY ALTERNATIVE:						
	Item		Qty	Unit Cost	Total Cost	Service Life	Amort. Factor	Annual Cost				
Right-of-W	Vay	acre (ha)										
Tree Rem	oval	acre (ha)										
Highway (	Grade Structure											
1.	Grading											
	a. Earth Excavation	yd <sup>3</sup> (m <sup>3</sup> )										
	b. Embankment	yd <sup>3</sup> (m <sup>3</sup> )										
2.	Drainage Culverts	ft (m)				!						
3.	Pavement											
	a Surface Cour	rse ft <sup>2</sup> (m <sup>2</sup> )										
	b Base Course	ft <sup>2</sup> (m <sup>2</sup> )										
	c Shoulders	ton (ton)										
4.	Structure o-o	ft <sup>2</sup> (m <sup>2</sup> )										
Guardrail		ft (m)										
Roadside	Improvement											
1.	Seeding	acre (ha)										
2.	Landscaping	(L.S.)										
Miscellane	eous											
TOTAL CO	OST IF ROAD IS KEPT OPE	N										

o-o = out to out width

Annual Increase in Road User Costs if Road is Closed	\$
Annual Grade Separation Cost if Road is Kept Open	\$
Proposed Roadway Cross Section:	
Recommendation and Comments:	

## JUSTIFICATION FOR GRADE SEPARATION STRUCTURE (Part 2)

Figure 44-4C

factors, wetland mitigation, compensatory storage) that may be involved with providing a grade separation. Chapters 12, 64, and 65 provide additional guidance in determining quantities and cost estimates for Phase I reports.

- b. <u>Service Life</u>. Determine the service life for the various construction items. These can be found in Chapter 11.
- c. <u>Annual Costs</u>. Amortization factors are based on the service life of the construction item and the assumed discount rate for capital improvements, typically 3% or 4%. Amortization factors are available in most engineering economic textbooks. Annualized costs are computed by multiplying the base or total cost of the various construction elements by the amortization factor for capital recovery.
- d. <u>Total Costs</u>. Sum the annual costs for each element to determine the total annual cost for providing the grade separation.
- 4. <u>Comparison</u>. Compare the annual road user costs from Step 2 with the annual grade separation costs determined in Step 3. If the value from Step 3 is larger, then the grade separation is not cost effective. If the value from Step 2 is larger, than the grade separation is considered cost effective.
- 5. <u>Miscellaneous Considerations</u>. If a structure is justified based on costs, then no other analysis will be required. However, if the closure cost to road users is less than the cost of the grade separation structure, then consider the factors listed in Section 44-4.02(a).
- 6. <u>Summary Sheet</u>. Figure 44-4D can be used to summarize the results for all the crossings of each alternative affected by the proposed freeway.

### 44-4.03(b) Example Problem

The following is an example calculation to determine whether to close a crossroad or provide a grade separation over a new freeway.

\*\*\*\*\*\*

#### **Example 44-4.1**

Given: New Rural Freeway

Design Year Crossroad Traffic Volumes — 80 ADT (2022) Traffic Distribution — 90% passenger cars, 10% SU vehicles

Existing Route Length — 1.74 miles Alternative Route Length — 5.16 miles

Variable Operating Costs — passenger cars - \$0.31/mile, SU - \$1.05/mile, MU - \$1.21/mile

Discount Factor — 4%

Proposed Roadway Cross Section — 20 ft traveled way, 3 in Class I Surface, 8 in Aggregate Base, 4 ft Earth Shoulders

Problem: Determine whether to close the crossroad (TR79) or provide a grade separation.

Solution: Use the procedures in Section 44-4.03(a).

Step #1: Gather data. Quantities for the grade separation are shown in Figure 44-4F.

<u>Step #2</u>: Determine the cost for closing the road. These calculations are shown in Figure 44-4E. The extra distance for the detour is 3.42 miles. The average annual cost for closing the road is \$37,675.

Step #3: Determine the cost for the grade separation structure. Service lives for the various construction items can be found in Chapter 11 and are shown in the table. Amortization factors for a 4% discount rate can be obtained from an engineering economics textbook. Use the capital recovery factor. The annual cost for providing a grade separation is \$38,776. These calculations are shown in Figure 44-4F.

<u>Step #4</u>: Comparing the annual grade separation costs (\$38,776) against the road closure cost (\$37,675), the grade separation cannot be justified economically.

Step #5: The road closure would cause significant delays to school bus and emergency vehicle travel times; see Section 44-4.02(a). When considering these factors and the closeness of the annual costs (i.e., less than 5%), a grade separation can be justified for this location.

Step #6: This process would be completed for each crossroad that intersects with the freeway to determine if a grade separation structure should be provided or the road closed. The results can be summarized in a table similar to Figure 44-4D. In some cases, it may be appropriate to propose building a frontage road or service drive between two adjacent roads.

\*\*\*\*\*

		GENERA	L CONDITIC	NS	cos	T — ROAD	CLOSED	COST	— ROAD OPEN		PROPOSED ACTION
		Public Se	ervice Advers	sity							
Crossroad	( ) ADT	Mail (mile) (km)	School Bus (no./mile) (no./km)	Emerg. Veh. (mile) (km)	Alternative Crossing	Adverse Travel (mile) (km)	Annual User Cost	Constr. Cost	Annual Cost	Recom- mendations	Remarks

FREEWAY ALTERNATIVE: \_\_\_\_\_

## SUMMARY OF GRADE SEPARATION/ROAD CLOSURE INVESTIGATIONS Figure 44-4D

80

NAME OF CROSSROAD: TR 79 over FAP 406 FREEWAY ALTERNATIVE: A & B

- A. **GENERAL CONDITIONS:** 
  - Traffic on crossroads (ADT 2022) 1.
  - 2. School buses (daily trips/max. extra distance per trip if closed)

2 min/14 miles Mail Route (max. extra distance per day if closed)

3.

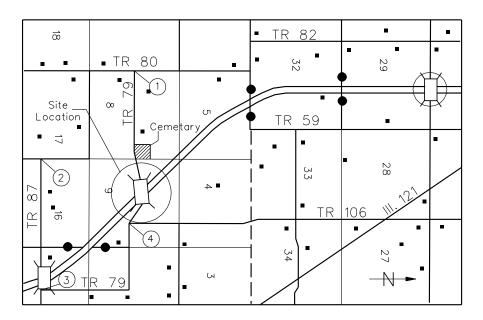
16 miles 4. Emergency Vehicles (max. extra distance if closed) 8 miles

Approximate Road User Cost (per mile): 5.

PV - \$0.31/mile; SU - \$1.05/mile; MU - \$1.21/mile.

Approximate Vehicular Traffic Distribution (%): 6. PV - 90; SU - 10; MU - 0.

ALTERNATIVE TRAFFIC ROUTE IF ROAD IS CLOSED: TR 79 to TR 87 to TR 79 to TR 106 B.



#### C. **ROAD USER COSTS:**

	DAILY COST IF ROAD IS CLOSED										
Point	Distance (mile)	PV ADT (2022)	Cost/Mile	SU ADT (2022)	Cost/Mile	MU ADT (2022)	Cost/Mile	Daily Cost			
1-2	1.87	72	0.31	8	1.05			55.60			
2-3	1.55	72	0.31	8	1.05			47.62			
3-4	1.74	72	0.31	8	1.05			53.45			
Totals:	5.16							156.67			
			DAILY CO	ST IF ROAD	IS OPEN						
1-4 1.74 72 0.31 8 1.05 5								53.45			
1. Daily	Increase in F	Road User C	osts:					\$ 103.22			
2. Annua	al Increase in	Road User	Costs (Item	1 x 365):				\$ 37,675			

JUSTIFICATION FOR GRADE SEPARATION STRUCTURE (Example 44-4.1)

44-4(13)

NAME OF CROSSROAD: TR79 over FAP 406 FREEWAY ALTERNATIVE: A & B

Item		Qty	Unit Cost	Total Cost	Service Life (years)	Amort. Factor	Annual Cost
Right-of-Way	(acre)	11.50	2300	26,450	100	0.04081	1079
Tree Removal	(acre)						
Highway Grade Structure							
1. Grading							
a. Earth Excavation	(yd <sup>3</sup> )	22,900	3.80	87,020	50	0.04655	4051
b. Embankment	(yd <sup>3</sup> )	_					
<ol> <li>Drainage Culverts</li> <li>36 in (125 ft, 138 ft)</li> </ol>	(ft)	263	71.63	18,839	40	0.05052	952
3. Pavement							
a. 3 in Class I Surface Course	(ft <sup>2</sup> )	44,300	0.60	26,580	25	0.06401	1701
b. 8 in Aggregate Base Course	(ft <sup>2</sup> )	44,300	0.93	41,199	25	0 06401	2637
c. Earth Shoulders	(ton)						
4. Structure 32 ft (0-0) x 230 ft	(ft <sup>2</sup> )	7360	76.00	559,360	50	0.04655	26,038
Guardrail	(ft)	575	15.25	8769	20	0.07358	645
Roadside Improvement							
1. Seeding	(acre)	6.55	3197	20,940	50	0.04655	975
2. Landscaping	(L.S.)	L.S.	15,000	15,000	50	0.04655	698
Miscellaneous							
TOTAL COST IF ROAD IS KEPT OPEN				\$804,157			\$38,776

o-o = out-to-out width

Annual Grade Separation Cost if Road is Kept Open......\$38,776

Proposed Roadway Cross Section:

Recommendation and Comments:

### JUSTIFICATION FOR GRADE SEPARATION STRUCTURE (Example 44-4.1)

Figure 44-4F

### 44-5 TABLES OF DESIGN CRITERIA

Figures 44-5A, 44-5B, 44-5C, and 44-5D present the Department's design criteria for freeway projects. The designer should realize that some of the cross section elements included in the figures (e.g., flush concrete barrier median) are not automatically warranted in the project design. The values in the figures only apply <u>after</u> the decision has been made to include the element in the highway cross section.

Illinois

	Design El	ement		Manual Section	Rural One-Way DHV: 1950 - 2900 (1) Urban One-Way DHV: Under 3700 (1)	Rural One-Way DHV: Under 1950 (1) Urban One-Way DHV: Under 2500 (1)		
g	Design Forecast Year			31-4.02	20	Years	1	
Design Controls	*Design Speed			31-2	Rural: 70 mph (2)	Urban: 60 mph	1	
Des	Access Control			35-1	Full	Control	1	
O	Level of Service			31-4.04	Rural: B Urban: C			
	*Traveled Way Width			34-2.01	2 @ 36′	2 @ 24′	1	
		Right	Total Width		10′	10′	1	
	Shoulder Width	Right	Paved	34-2.02	10′ <b>(3)</b>	10′ (3)	1	
_	Shoulder Width	Left	Total Width	34-2.02	10′	8′ m	1	
tion		Leit	Paved		10′ <b>(4)</b>	6′ m	1	
Sec	Auxiliary Lanes		Lane Width	37-2.05		12′	1	
ss (	Auxiliary Laries	Sh	noulder Width	37-2.03	Right: 10' L	eft: 8' (Minimum)		
Cross Section Elements	Cross Slope	*	Travel Lane	34-2.01	3/16"/ft for lanes adjacent to crown (5)			
		Shoulder		34-2.02	1/3	2" /ft		
	Median Width		Depressed	34-3	Minimum: 60'	Minimum: 55'		
	Wicdian Widin	Flush	(Concrete Barrier)	0+0	22′ <b>(6)</b>	20′ <b>(6)</b>	l	
	Clear Zone			38-3		(7)	1	
		Cut Front Slope			1\	/:6H	1	
s s		Section	Ditch Width	34-4.03		(8)	1	
ope ope	Side Slopes	Rock Cut 34-4.05 —			1V:3H <b>(9)</b>			
Roadway Slopes				_	1			
	N O.		Fill Section	34-4.02	-	BH max. to Toe of Slope (10)	1	
	Median Slopes	<u> </u>		34-3	\	Reconstruction)	4	
	New and Reconstructed Bridges		uctural Capacity	N/A		5-20	1	
	Neconstructed Bridges		Roadway Width <b>(11)</b>	39-6	56′ <b>(12)</b>	40′	l	
	Existing Bridges to		uctural Capacity	N/A		S-20	1	
es	Remain in Place		Roadway Width (13)	39-6	56′	38′	1	
Bridges	*	New and Replaced Overpassing Bridges (14b)		39-4	16′-9	″ (14c)	1	
	*Vertical Clearance (Freeway Under) (14a)		Existing passing Bridges		16′-0″ <b>(14c)</b>			
		Ped	rerhead Signs/ lestrian Bridges	33-5	New: 17'-3" (14b)	Existing: 16'-9"		
	*Vertical Clearance (Free	way over	Railroad)	39-4.06	23	3′-0″	l	

<sup>\*</sup> Controlling design criteria (see Section 31-8).

# GEOMETRIC DESIGN CRITERIA FOR FREEWAYS (New Construction/Reconstruction) (US Customary) Figure 44-5A

	Design	Element		Manual Section	Rural One-Way DHV: 1950 - 2900 (1) Urban One-Way DHV: Under 3700 (1)	Rural One-Way DHV: Under 1950 (1) Urban One-Way DHV: Under 2500 (1)	
	Design Forecast Year			31-4.02	20 Yea	ars	
ign	*Design Speed			31-2	Rural: 110 km/h <b>(2)</b>	Urban: 100 km/h	
Design Controls	Access Control	Access Control Level of Service		35-1	Full Cor	ntrol	
	Level of Service			31-4.04	Rural: B Urban: C		
	*Traveled Way Width			34-2.01	2 @ 10.8 m	2 @ 7.2 m	
		Right	Total Width		3.0 m	3.0 m	
	Shoulder Width	Right	Paved	34-2.02	3.0 m <b>(3)</b>	3.0 m <b>(3)</b>	
	Official Width	Left	Total Width	34-2.02	3.0 m	2.4 m	
ion		Leit	Paved		3.0 m <b>(4)</b>	1.8 m	
Sect	Auxiliary Lanes	L	ane Width	37-2.05	3.6 n	1	
ss (	Auxiliary Laries	Sh	oulder Width	37-2.03	Right: 3.0 m Left:	2.4 m (Minimum)	
Cross Section Elements	Cross Slope	*Travel Lane		34-2.01	1.5% for lanes adjac	cent to crown (5)	
	огоза оюре	Shoulder		34-2.02	4%		
	Median Width	Depressed		34-3	Minimum: 18 m	Minimum: 17 m	
	Wodan Wat	Flush (	Concrete Barrier)	010	7.0 m <b>(6)</b>	6.0 m <b>(6)</b>	
	Clear Zone			38-3	(7)		
		0.4	Front Slope		1V:6H	1	
>		Cut Section	Ditch Width	34-4.03	1.2 m <b>(8)</b>		
dwa	Side Slopes		Back Slope		1V:3H <b>(9)</b>		
Roadway Slopes			Rock Cut	34-4.05			
		Fill Section		34-4.02	1V:6H to Clear Zone; 1V:3H ı	max. to Toe of Slope (10)	
	Median Slopes			34-3	1V:6H (1V:4H Re	construction)	
	New and		ctural Capacity	N/A	MS-1	8	
	Reconstructed Bridges	*Clear R	oadway Width (11)	39-6	16.8 m <b>(12)</b>	12.0 m	
	Existing Bridges to		ctural Capacity	N/A	MS-1	8	
es	Remain in Place	*Clear R	oadway Width (13)	39-6	16.8 m	11.4 m	
Bridges			and Replaced	39-4	5.1 m <b>(</b> 1	4c)	
B	*Vertical Clearance		Overpassing Bridges (14b) Existing		4 9 m (1	(Ac)	
	(Freeway Under) (14a)		erhead Signs/		4.9 m <b>(14c)</b>		
			ernead Signs/ estrian Bridges	33-5	New: 5.25 m (14b) Existing: 5.1 m		
	*Vertical Clearance (Freew	ay over Railr	oad)	39-4.06	7.0 n	1	

<sup>\*</sup> Controlling design criteria (see Section 31-8).

# GEOMETRIC DESIGN CRITERIA FOR FREEWAYS (New Construction/Reconstruction) (Metric)

Illinois

- (1) <u>Traffic Volumes</u>. The design hourly volumes (DHV) are calculated using a PHF = 1.0; adjust these values using local peak-hour factors.
- (2) <u>Design Speed</u>. In rolling terrain, a minimum design speed of 60 mph (100 km/h) may be considered with study and justification.
- (3) Shoulder Width (Right). Where the directional distribution of trucks exceeds 250 DDHV, consider providing a 12 ft (3.6 m) paved shoulder.
- (4) Shoulder Width (Left). Where there are three or more lanes in one direction and the directional distribution of trucks exceeds 250 DDHV, consider providing a 12 ft (3.6 m) paved shoulder.
- (5) <u>Travel Lane Cross Slope</u>. For each additional lane away from the crown lanes, increase the cross slope by 1/16"/ft (0.5%) per additional lane up to a maximum of 5/16"/ft (2.5%).
- (6) Flush Median Width. Consider providing wider medians where required for snow storage.
- (7) Clear Zone. The clear zone will vary according to design speed, traffic volumes, side slopes, and horizontal curvature.
- (8) <u>Ditch Width</u>. Provide a wider outside ditch where detention storage of storm water is a consideration.
- (9) <u>Back Slope</u>. Where the height of cut exceeds 10 ft (3 m), consider using a 1V:2H back slope beyond the clear zone. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (10) Fill Slope. For fill heights greater than 30 ft (9 m), use a 1V:2H uniform slope with a roadside barrier. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (11) New and Reconstructed Bridge Widths. Clear roadway bridge widths are measured from face to face of parapets or rails. Bridge widths are normally defined as the sum of the approach traveled way width and the width of the paved shoulders.
- (12) <u>Bridge Width.</u> Where the directional distribution of trucks exceeds 250 DDHV, consider providing 12 ft (3.6 m) right and left shoulders. Total width equals 60 ft (18.0 m).
- (13) Existing Bridge Widths to Remain in Place. Clear roadway bridge widths are measured from face to face of parapets or rails. Implies elements allowed to remain in place without a design exception approval when cost effective and when safety record is satisfactory.
- (14) Vertical Clearance (Freeway Under).
  - a. The clearance must be available over the traveled way and any payed shoulders.
  - b. Table value includes allowance for future overlays.
  - c. In urban areas, a 15 ft 0 in(4.5 m) clearance may be used where an alternative freeway facility with a 16 ft 0 in (4.9 m ) clearance is available.

### GEOMETRIC DESIGN CRITERIA FOR FREEWAYS (New Construction/Reconstruction)

	Design	Element		Manual Section	Rural One-Way DHV: 1950 - 2900 (2)	Rural One-Way DHV: Under 1950 (2)		
	Design Forecast Year			31-4.02	20`	Years		
Design Controls	*Design Speed			31-2	70 m	nph (3)		
Des	Access Control		35-1	Full Control				
	Level of Service			31-4.04		В		
	*Traveled Way Width				2 @ 36′	2 @ 24′ <b>(4)</b>		
		Diaht	Total Width		10′	10′		
	Shoulder Width	Right	Paved	34-2.02	10′ <b>(5)</b>	10′ <b>(5)</b>		
	Snoulder Width	Left	Total Width	34-2.02	8′	6′		
ion		Leit	Paved		8′ <b>(6)</b>	4′		
Cross Section Elements	Auxiliary Lanes		Lane Width	37-2.05	,	11'		
ss S	Auxiliary Laries	5	Shoulder Width	31-2.03	Right: 10' Le	eft: 4' (Minimum)		
S	Cross Slope	*Travel Lane		34-2.01	3/16"/ft for lanes adjacent to crown (7)			
	Cross Slope		Shoulder	34-2.02	1/2"/ft	to 3/4"/ft		
	Median Width		Depressed	34-3	Minimum: 54' (8)	Minimum: 50' (8)		
	Wedian Widin	Flush (Concrete Barrier)		34-3	22′ <b>(9)</b>	18′-6″ <b>(9)</b>		
	Clear Zone			38-3	(10)			
		0.1	Front Slope		1V:4H			
_		Cut Section		34-4.03	1′-6″ <b>(11)</b>			
dwa	Side Slopes		Back Slope		1V:3H <b>(12)</b>			
Roadway Slopes			Rock Cut	34-4.05		_		
"			Fill Section	34-4.02	1V:4H to Clear Zone; 1V:3	BH max. to Toe of Slope (13)		
	Median Slopes			34-3	1\	/:4H		
	Existing Bridges to	*St	ructural Capacity	N/A	н	S-20		
w	Remain in Place	*Clear	*Clear Roadway Width (14)		54′	38′		
Bridges	*Vertical Clearance	Ove	Existing erpassing Bridges	39-4	16	5′-0″		
B	(Freeway Under) (15a)	Pe	verhead Signs/ destrian Bridges	33-5	New: 17'-3" (15b) Existing: 16'-9"			
	*Vertical Clearance (Free			39-4.06	21	′-9″		

<sup>\*</sup> Controlling design criteria (see Section 31-8).

GEOMETRIC DESIGN CRITERIA FOR EXISTING CROSS-SECTION ELEMENTS TO REMAIN IN PLACE ON RURAL FREEWAYS<sup>(1)</sup> (Reconstruction)

(US Customary)

Figure 44-5B

Illinois

	Design	Element		Manual Section	Rural One-Way DHV: 1950 - 2900 (2)	Rural One-Way DHV: Under 1950 (2)			
	Design Forecast Year			31-4.02	20	Years			
Design Controls	*Design Speed			31-2	110 I	km/h <b>(3)</b>			
Des	Access Control			35-1	Full Control				
	Level of Service					В			
	*Traveled Way Width				2 @ 10.8 m	2 @ 7.2 m <b>(4)</b>			
		Right	Total Width		3.0 m	3.0 m			
	Shoulder Width	Right	Paved	34-2.02	3.0 m <b>(5)</b>	3.0 m <b>(5)</b>			
	Shoulder Width	Left	Total Width	34-2.02	2.4 m	1.8 m			
ion		Leit	Paved		2.4 m <b>(6)</b>	1.2 m			
Cross Section Elements	Auxiliary Lanes		Lane Width	37-2.05	3	.3 m			
ss (	Adamary Lanes		Shoulder Width	37-2.03	Right: 3.0 m Le	eft: 1.2 m (Minimum)			
Cro	Cross Slope	*Travel Lane		34-2.01	1.5% for lanes a	djacent to crown (7)			
	Отоза оторе		Shoulder	34-2.02	4%	to 6%			
	Median Width		Depressed	34-3	Minimum: 16.2 m (8)	Minimum: 15 m (8)			
	Widdian Widin	Flush (Concrete Barrier)		0+0	6.7 m <b>(9)</b>	5.5 m <b>(9)</b>			
	Clear Zone			38-3	(10)				
		Cut	Front Slope		1V:4H				
> .		Section		34-4.03	500 mm <b>(11)</b>				
dwa	Side Slopes		Back Slope		1V:3	BH (12)			
Roadway Slopes			Rock Cut	34-4.05		_			
_			Fill Section	34-4.02	1V:4H to Clear Zone; 1V:	3H max. to Toe of Slope (13)			
	Median Slopes			34-3	11	√:4H			
	Existing Bridges to	<b>*</b> S	tructural Capacity	N/A	М	S-18			
w	Remain in Place *C		*Clear Roadway Width (14)		16.2 m	11.4 m			
Bridges	*Vertical Clearance	Existing Clearance Overpassing Bridges		39-4	4	9 m			
В	(Freeway Under) (15a)	P	Overhead Signs/ edestrian Bridges	33-5	New: 5.25 m <b>(15b)</b>				
	*Vertical Clearance (Free	way over R	ailroad)	39-4.06	6	.6 m			

<sup>\*</sup> Controlling design criteria (see Section 31-8).

# GEOMETRIC DESIGN CRITERIA FOR EXISTING CROSS-SECTION ELEMENTS TO REMAIN IN PLACE ON RURAL FREEWAYS<sup>(1)</sup> (Reconstruction) (Metric)

- (1) <u>Design Criteria</u>. The minimum cross-section elements in this figure are allowed to remain in place for reconstruction of an existing freeway provided it is cost effective and the safety record is satisfactory.
- (2) <u>Traffic Volumes</u>. The design hourly volumes (DHV) are calculated using a PHF = 1.0; adjust these values using local peak-hour factors.
- (3) <u>Design Speed</u>. Existing alignment elements may be allowed to remain in place, provided the comfortable operating speed for level and rolling terrain is a minimum of 65 mph (105 km/h) and 60 mph (100 km/h) respectively.
- (4) Traveled Way Width. In existing 22' (6.7 m) traveled way width may be allowed to remain with concurrence of a design exception.
- (5) Shoulder Width (Right). Where the directional distribution of trucks exceeds 250 DDHV, consider providing a 12 ft (3.6 m) paved shoulder.
- (6) Shoulder Width (Left). Where there are three or more lanes in one direction and the directional distribution of trucks exceeds 250 DDHV, consider providing a 12 ft (3.6 m) paved shoulder.
- (7) <u>Travel Lane Cross Slope</u>. For each additional lane away from the crown lanes, increase the cross slope by 1/16"/ft (0.5%) per additional lane up to a maximum of 5/16"/ft (2.5%).
- (8) Depressed Median Width. Median width based on 1V:6H median slope and existing 2 ft (600 mm) ditch width.
- (9) <u>Flush Median Width</u>. Only use flush medians with concrete barrier were right-of-way or topography restricts the use of a depressed median. Consider providing wider medians where required for snow storage.
- (10) <u>Clear Zone</u>. The clear zone will vary according to design speed, traffic volumes, side slopes, and horizontal curvature.
- (11) <u>Ditch Width</u>. Provide a wider outside ditch where detention storage of storm water is a consideration.
- (12) <u>Back Slope</u>. Where the height of cut exceeds 10 ft (3 m), consider using a 1V:2H back slope beyond the clear zone. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (13) <u>Fill Slope</u>. For fill heights greater than 30 ft (9 m), use a 1V:2H uniform slope with a roadside barrier. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (14) <u>Existing Bridge Widths to Remain in Place</u>. Clear roadway bridge widths are measured from face to face of parapets or rails. Implies elements allowed to remain in place without a design exception approval when cost effective and when safety record is satisfactory.
- (15) Vertical Clearance (Freeway Under).
  - a. The clearance must be available over the traveled way and any paved shoulders.
  - b. Table value includes allowance for future overlays.

Illinois

	Desig	n Element		Manual Section	Urban One-Way DHV: Under 3700 (2)	Urban One-Way DHV: Under 2500 (2)			
	Design Forecast Year			31-4.02	20 Y	'ears			
Design Controls	*Design Speed			31-2	60 m	ph <b>(3)</b>			
Des	Access Control			35-1	Full Control				
	Level of Service			31-4.04	С	(4)			
	*Traveled Way Width			34-2.01	2 @ 36′	2 @ 24′ (5)			
		Right	Total Width		10′	10′			
	Shoulder Width	Right	Paved	34-2.02	10′ <b>(6)</b>	10′ <b>(6)</b>			
	Shoulder Width	Left	Total Width	34-2.02	8′	6′			
ion		Leit	Paved		8′ (7)	4'			
Sect	Auxiliary Lanes		Lane Width	37-2.05	1	1′			
ss S	Auxiliary Laries	S	houlder Width	37-2.05	Right: 6' Lef	t: 4' (Minimum)			
Cross Section Elements	Cross Slope	*Travel Lane		34-2.01	3/16"/ft for lanes ad	djacent to crown (8)			
	Cross Slope		Shoulder	34-2.02	1/2"/ft t	o 3/4"/ft			
	Median Width	ian Width Depressed Flush (Concrete Barrier)		34-3	Minimum: 40' (9)	Minimum: 40' (9)			
	Wedian Width			34-3	16′ <b>(10)</b>	18'-6" <b>(10)</b>			
	Clear Zone			38-3	(11)				
		Cut Front Slope			1V:4H				
>		Section	Ditch Width	34-4.03	1'-6"				
Roadway Slopes	Side Slopes	(12)	Back Slope		1V:3H <b>(13)</b>				
Soac			Rock Cut	34-4.05		_			
Œ.			Fill Section	34-4.02	1V:4H to Clear Zone; 1V:3l	H max. to Toe of Slope (14)			
	Median Slopes			34-3	1V	:4H			
	Existing Bridges to	*Str	uctural Capacity	N/A	HS	-20			
			*Clear Roadway Width (15)		54′	38′			
Bridges	*Vertical Clearance (Freeway Under)	Existing Overpassing Bridges		39-5	16	·-0"			
ā	(16a)	Ped	Overhead Signs/ Pedestrian Bridges		New: 17'-3" (16b)	Existing: 16'-9"			
	*Vertical Clearance (Fre	eeway over F	Railroad)	39-4.06	21	7-9"			

<sup>\*</sup> Controlling design criteria (see Section 31-8).

## GEOMETRIC DESIGN CRITERIA FOR EXISTING CROSS-SECTION ELEMENTS TO REMAIN IN PLACE ON URBAN FREEWAYS $^{(1)}$

(Reconstruction)

(US Customary)

Figure 44-5C

Design Element				Manual Section	Urban One-Way DHV: Under 3700 (2)	Urban One-Way DHV: Under 2500 (2)
Design Controls	Design Forecast Year			31-4.02	20 Years	
	*Design Speed			31-2	100 km/h <b>(3)</b>	
	Access Control			35-1	Full Control	
	Level of Service			31-4.04	C (4)	
Cross Section Elements	*Traveled Way Width			34-2.01	2 @ 10.8 m	2 @ 7.2 m <b>(5)</b>
	Shoulder Width	Right	Total Width	34-2.02	3.0 m	3.0 m
			Paved		3.0 m <b>(6)</b>	3.0 m <b>(6)</b>
		Left	Total Width		2.4 m	1.8 m
		Leit	Paved		2.4 m <b>(7)</b>	1.2 m
	Auxiliary Lanes	Lane Width		37-2.05	3.3 m	
		Shoulder Width			Right: 1.8 m Left: 1.2 m (Minimum)	
Cro	Cross Slope	*Travel Lane		34-2.01	1.5% for lanes adjacent to crown (8)	
	Cross Slope	Shoulder		34-2.02	4% to 6%	
	Median Width	Depressed		34-3	Minimum: 12.0 m (9)	Minimum: 12.0 m (9)
	Wedian Width	Flush (Concrete Barrier)			4.8 m <b>(10)</b>	5.5 m <b>(10)</b>
	Clear Zone			38-3	(11)	
	Side Slopes	Cut	Front Slope		1V:4H	
>		Section (12)	Ditch Width	34-4.03	500 mm	
Roadway Slopes			Back Slope		1V:3H <b>(13)</b>	
soac Slo		Rock Cut		34-4.05	_	
<u>"</u>		Fill Section		34-4.02	1V:4H to Clear Zone; 1V:3H max. to Toe of Slope (14)	
	Median Slopes			34-3	1V:4H	
	Existing Bridges to	*Structural Capacity		N/A	MS-18	
Bridges	Remain in Place	*Clear Roadway Width (15)		39-6	16.2 m	11.4 m
	*Vertical Clearance	Existing Overpassing Bridges		39-5	4.9 m	
	(Freeway Under) (16a)	Overhead Signs/ Pedestrian Bridges		33-5	New: 5.25 m <b>(16b)</b> Existing: 5.1 m	
	*Vertical Clearance (Freeway over Railroad)			39-4.06	6.6 r	m

<sup>\*</sup> Controlling design criteria (see Section 31-8)

GEOMETRIC DESIGN CRITERIA FOR EXISTING CROSS-SECTION ELEMENTS
TO REMAIN IN PLACE ON URBAN FREEWAYS<sup>(1)</sup>
(Reconstruction)
(Metric)

Figure 44-5C

- (1) <u>Design Criteria</u>. The minimum cross-section elements in this figure are allowed to remain in place for reconstruction of an existing freeway provided it is cost effective and the safety record is satisfactory.
- (2) <u>Traffic Volumes</u>. The design hourly volumes (DHV) are calculated using a PHF = 1.0; adjust these values using local peak-hour factors.
- (3) <u>Design Speed</u>. With restricted conditions, a minimum design speed of 55 mph (90 km/h) may be considered to remain-in-place with study and justification. Also, consider the existing posted speed limits.
- (4) <u>Level of Service</u>. In major urban areas, a level of service D may be considered on a reconstruction project with study and justification.
- (5) Traveled Way Width. In existing 22 ft (6.7 m) traveled way width may be allowed to remain with concurrence of a design exception.
- (6) Shoulder Width (Right). Where the directional distribution of trucks exceeds 250 DDHV, consider providing a 12 ft (3.6 m) paved shoulder.
- (7) Shoulder Width (Left). Where there are three or more lanes in one direction and the directional distribution of trucks exceeds 250 DDHV, consider providing a 12 ft (3.6 m) paved shoulder.
- (8) <u>Travel Lane Cross Slope</u>. For each additional lane away from the crown lanes, increase the cross slope by 1/16"/ft (0.5%) per additional lane up to a maximum of 5/16"/ft (2.5%).
- (9) Depressed Median Width. Median width based on 1V:6H median slope and existing 2 ft (600 mm) ditch width.
- (10) Flush Median Width. Only use flush medians with concrete barrier were right-of-way or topography restricts the use of a depressed median. Consider providing wider medians where required for snow storage.
- (11) Clear Zone. The clear zone will vary according to design speed, traffic volumes, side slopes, and horizontal curvature.
- (12) <u>Cut Section</u>. In restricted right-of-way, the typical design will have mountable curb and gutter behind the shoulder and an enclosed drainage system.
- (13) <u>Back Slope</u>. Where the height of cut exceeds 10 ft (3 m), consider using a 1V:2H back slope beyond the clear zone. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (14) <u>Fill Slope</u>. For fill heights greater than 30 ft (9 m), use a 1V:2H uniform slope with a roadside barrier. Also, for heights greater than 30 ft (9 m), consider the use of benching.
- (15) Existing Bridge Widths to Remain in Place. Clear roadway bridge widths are measured from face to face of parapets or rails. Implies elements allowed to remain in place without a design exception approval when cost effective and when safety record is satisfactory.
- (16) Vertical Clearance (Freeway Under).
  - a. The clearance must be available over the traveled way and any paved shoulders.
  - b. A 15 ft 0 in (4.5 m) clearance may be used where an alternative freeway facility with a 16 ft 0 in (4.9 m) clearance is available.

# GEOMETRIC DESIGN CRITERIA FOR EXISTING CROSS-SECTION ELEMENTS TO REMAIN-IN-PLACE ON URBAN FREEWAYS (Reconstruction)

Footnotes to Figure 44-5C

Design		Manual	Design Speed		
Elen	nent	Section	60 mph	70 mph	
* Stopping Sight Distance (1)		31-3.01	570′	730′	
Decision Sight Distance (2)		31-3.02	Rural: 990' Urban: 1280'	1105′	
****	e <sub>max</sub> = 6% (New)	32-2.03	Desirable: ≥ 3000′ Minimum: 1340′	Desirable: ≥ 3000′ Minimum: 2050′	
*Minimum Radii	e <sub>max</sub> = 8% (Reconstruction)		Minimum: 1205' (3)	Minimum: 1820' (3)	
*Superelevation Rates		32-3	New: $e_{max} = 6\%$ Reconstruction: $e_{max} = 8\%$ (3)		
*Horizontal Sight Distance		32-4	(4)		
*Vertical Curvature	Crest	33-4	151	247	
(K-values)	Sag	33-4	136	181	
*Maximum	Level	33-2.02	New: 3% Remain in Place: 4%	New: 3% Remain in Place: 4%	
Grade <b>(5)</b>	Rolling		New: 4% Remain in Place: 5%	New: 4% Remain in Place: 5%	
Minimum	Rural	33-2.03	Desirable: 0.5% Minimum: 0.0% (with Special Ditching)		
Grade	Urban	33-2.03	Desirable: 0.5% Minimum: 0.3% (with Curb and Gutter) (6)		

<sup>\*</sup> Controlling design criteria (see Section 31-8).

- (1) <u>Stopping Sight Distance</u>. Table values are for passenger cars on level grade.
- (2) Decision Sight Distance. Table values are for the avoidance maneuver (speed/path/direction change).
- (3) Minimum Radii/Superelevation Rates. Values are only allowed for remain-in-place elements.
- (4) <u>Horizontal Sight Distance</u>. For a given design speed, the necessary middle ordinate will be determined by the radius of curve and the required sight distance.
- (5) Maximum Grade.
  - a. Rural. With wide medians where two roadways are on independent alignments, downgrades may be 1% steeper.
  - b. <u>Urban</u>. Grades 1% steeper may be used for restricted conditions.
- (6) Minimum Grades. Where curb and gutter is required due to restricted right-of-way, use M-4.24 curb and gutter and locate it no closer than the outer edge of shoulder.

## ALIGNMENT CRITERIA FOR FREEWAYS (US Customary)

Design		Manual	Design Speed		
	Element	Section	100 km/h	110 km/h	
*Stopping Sight Distance (1)		31-3.01	185 m	216 m	
Decision Sight Distance (2)		31-3.02	Rural: 315 m Urban: 400 m	330 m	
*Minimum	e <sub>max</sub> = 6% (New)	32-2.03	Desirable: ≥ 1000 m Minimum: 43	7 m Desirable: ≥ 1000 m Minimum: 560 m	
Radii	e <sub>max</sub> = 8% (Reconstruction)		Minimum: 394 m (3)	Minimum: 501 m (3)	
*Superelevation Rates		32-3	New: $e_{max} = 6\%$ Reconstruction: $e_{max} = 8\%$ (3)		
*Horizontal Sight Distance		32-4	(4)		
*Vertical Curvature	Crest	33-4	52	71	
(K-values)	Sag		45	54	
*Maximum	Level	33-2.02	New: 3% Remain in Place: 4%	New: 3% Remain in Place: 4%	
Grade (5)	Rolling		New: 4% Remain in Place: 5%	New: 4% Remain in Place: 5%	
Minimum	Rural	33-2.03	Desirable: 0.5% Minimum: 0.0% (with Special Ditching)		
Grade	Urban		Desirable: 0.5% Minim	um: 0.3% (with Curb and Gutter) (6)	

<sup>\*</sup> Controlling design criteria (see Section 31-8).

- (1) <u>Stopping Sight Distance</u>. Table values are for passenger cars on level grade.
- (2) <u>Decision Sight Distance</u>. Table values are for the avoidance maneuver (speed/path/direction change).
- (3) <u>Minimum Radii/Superelevation Rates</u>. Values are only allowed for remain-in-place elements.
- (4) <u>Horizontal Sight Distance</u>. For a given design speed, the necessary middle ordinate will be determined by the radius of curve and the required sight distance.
- (5) <u>Maximum Grade</u>.
  - a. Rural. With wide medians where two roadways are on independent alignments, downgrades may be 1% steeper.
  - b. <u>Urban</u>. Grades 1% steeper may be used for restricted conditions.
- (6) <u>Minimum Grades</u>. Where curb and gutter is required due to restricted right-of-way, use M-10.60 curb and gutter and locate it no closer than the outer edge of shoulder.

### ALIGNMENT CRITERIA FOR FREEWAYS (Metric)

### 44-6 REFERENCES

- 1. A Policy on Geometric Design of Highways and Streets, AASHTO, 2001.
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- 6. Guide for the Design of High-Occupancy Vehicle Facilities, AASHTO, 1992.